MICROFILM

START OF ROLL

ROLL NO.

147

Construction
Contracts

Begins with = 7463
folder = 1

U-168(24) Ross Island Br.-S.E. Reedway 1970
St. Sec., of Pacific Hwy. E.
#7463 (Grading & Paving) #1

C&A 3499

C&A 4041

RR-493

RECEIVED
MAY 4 1970

FHWA-12 (12-67)

UNITED STATES GOVERNMENT

FORM

Memorandum

U-168(24)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

1474/63

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: April 28, 1970

In reply refer to: 08-35.7

NOTED
R. L. PORTER

SUBJECT: Oregon Project U-168(23)
Ross Island Bridge - SE Freeway Section
File 43569, L-6987, Compton

A review of the replacement housing study on the Richard Compton residence indicates an additive of $400 based upon an appraisal of $44,800. Inasmuch as the appraisal has been raised to $80,350 the replacement housing study should be recalculated and brought up to date.

Chief Trial Attorney L. Hampton has advised us that a written offer based upon the review appraisal of $80,350 is being made to the property owner's legal representatives.

Orig. to Machining 5-1-70

NOTED
F. B. KLABOE

RECEIVED
MAY 1 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 10 1970
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

Cover
n/c
Rec E

April 9, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon 97310

SUBJECT: 42569-Compton
Ross Island Bridge -
S. E. Reedway Section
Pacific Highway East
Multnomah County
Fed. Proj. No. U-168(23)

Dear Mr. Simpson:

In accordance with Mr. L. R. Backlund's memorandum dated January 20, 1970 (subsequent to his earlier Ineligibility Notification 35-69-PIN-109), we have secured and reviewed a third appraisal.

Your copies are attached and we trust that subject file will now be fully eligible for participation.

Very truly yours,

D. H. MOEHRING
Right of Way Engineer

DHM-MMM:BJB
Enc.

cc: R. L. Porter
F. B. Klaboe
L. H. Young
V. E. Skoog
L. I. Lindas
M. R. Mitchell

NOTED
R. L. PORTER

RECEIVED
APR 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 27 1970

FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: January 20, 1970

In reply refer to: 08-35.7

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project U-168(23)
Ross Island Bridge - Southeast Reedway
Appraisal, File 42569, Compton
(Mr. D. H. Moehring's December 15 letter)

Mr. Moehring's letter contained enclosures in answer to Mr. Backlund's Ineligibility Notification No. 35-69-PIN-109 which asked for additional support for the values assigned by Appraisers Kolberg and Rodwick. As a result of the additional sales data gathered neither appraiser saw fit to change his opinion of the land values assigned. Mr. Kolberg remained at $2.35 per square foot while Mr. Rodwick remained at $3 per square foot. We assume the review appraisal will also stay at $3 per square foot.

In an effort to reconcile the differences in the appraisals it is deemed advisable to secure a third appraisal. Please have your right of way section order it.

Orig to Moehring
1-23-70

NOTED
F. B. KLABOE

RECEIVED
JAN 23 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 17 1969
OREGON STATE
HIGHWAY DEPARTMENT

Court
Elw
Pac. Hwy E

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

December 15, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97310

RE: 42569 - Compton
Ross Is. Br.-SE Reedway
Pacific Highway East
Multnomah County
Project: U-168(23)

Attention: C. J. Mathias

Dear Mr. Mathias:

In response to Mr. L. R. Backlund's Ineligibility Notification 35-69-PIN-109, we requested additional sales documentation and/or explanation from both appraisers.

Both Mr. Rodwick and Mr. Kolberg have complied with our request and we are attaching copies of their answers. We trust these answers will satisfy the questions posed in the notification and subject file will be fully eligible for participation.

Very truly yours,

G. E. ROHDE
Chief Counsel

D. H. Moehring
Right of Way Engineer

NOTED
F. B. KLABOE

DHM:MMM:DS
cc R. L. Porter
F. B. Klaboe
L. H. Young
V. E. Skoog
G. E. Rohde
M. R. Mitchell

RECEIVED
DEC 16 1969
OFFICE OF
STATE HIGHWAY ENGINEER

FORM PR-1367
(7-67)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FEDERAL-AID PRE-AUDIT INELIGIBILITY NOTIFICATION
NO. 35-69-PIN-109

STATE	COUNTY
Oregon	Multnomah
F. A. PROJECT NO.	STATE CONTROL SECTION OR PROJECT NO.
U-163(23)	Ross Island Bridge - S.E. Roadway

NOTED
F. B. KLABOE

TO: Mr. Forrest Cooper, State Highway Engineer
Oregon State Highway Division
Salem, Oregon

1. OSHD (V K Skeag)
2. OSHD (D H Mehring)
3. OSHD (M R Mitchell)
4. OSHD (C E Smith)
5. Accounts
6. Project File
7. PIN File

ITEMS IDENTIFIED BELOW ☒ OR ON ATTACHED SHEET ☐ HAVE BEEN DETERMINED TO BE INELIGIBLE OR REQUIRE ADDITIONAL SUPPORT PRIOR TO FEDERAL-AID REIMBURSEMENT FOR THE REASONS STATED:

File 42569 - Compton

Appraiser - Rodwick - Revision dated 9-30-69

Mr. Rodwick's revision contained 5 sales in support of his $3.00 per square foot value. Sales 2 and 3 are residential properties, and sales sheets indicate highest and best use is residential and such use would command the highest price. As improved residential properties the sales could not reasonably be compared to subject property which was appraised as vacant light industrial land. Evidently some of the narrative information pertaining to Sale 2 was included with Sale 3 and vice versa. Sales 4 and 5 are in far superior locations and cannot reasonably be correlated as comparable properties. This, in effect, leaves Sale 1 as the only reasonable indicator of value of subject. Additional support is required to justify the $3.00 per square foot assigned.

(Cont. on attached page)

There shall be no Federal reimbursement for compensation paid for revision or correction of an appraisal required by the appraiser's failure to comply with contract specifications and standards in the agreement.

INELIGIBLE $ 17,435 plus appraisal fees for revised appraisals. (IF APPLICABLE)

THE ABOVE ITEMS (AS AMPLIFIED IN THE COVERING LETTER) SHOULD NOT BE CLAIMED UNTIL CORRECTIVE ACTION HAS BEEN TAKEN AND SUPPORTING OR QUALIFYING DATA PLACED IN THE STATE'S FILE. IF THE STATE HAS ALREADY BEEN REIMBURSED, A CREDIT SHALL BE ENTERED ON THE NEXT CONSOLIDATED OR CURRENT BILLING SUBMISSION.

EXCEPTIONS DESCRIBED ON NOTIFICATION NO. _____ NOW ELIGIBLE.
REFERENCE:

REMARKS:

Original signed by
L. R. Backlund
Admin. Manager

SIGNATURE	TITLE	DATE
L. R. Backlund	Administrative Manager	November 14, 1969

*STRIKEOVER IF NOT APPLICABLE

GPO 937-262

File 4256[illegible]9 - Compton

Appraiser Kolberg - Revision dated 7-31-[illegible]9

Mr. Kolberg has but one sale to support his value of $2.35 per square foot. Additional support is required.

RECEIVED
APR 23 1969

OREGON STATE
HIGHWAY DEPARTMENT

METROPOLITAN SECTION

5821 N.E. GLISAN • PORTLAND, OREGON • 97213 • Phone 235-8911

April 21, 1969

Const
R/W
Pac Hwy E

NOTED
R. L. PORTER

Mr. Ray Smith
Auditor of the City of Portland
City Hall
Portland, Oregon

Dear Mr. Smith:

Reference is made to your letter of April 18, 1969, concerning consideration on condemnation of a building located at 4118 S. E. McLoughlin Boulevard.

Please be advised that your letter and a copy of the Council minutes have been forwarded to our Legal Division in Salem for further action.

Very truly yours,

Original Signed by A. E. Johnson

NOTED
F. B. KLABOE

A. E. Johnson
Metropolitan Engineer

AEJ:lh

bcc: G. E. Rohde
F. B. Klaboe
Dave Moehring
J. J. Smith

RECEIVED
APR 22 1969
OFFICE OF
STATE HIGHWAY ENGINEER

FORM S-3011—5CM—7-68 SP*23811-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
April 21, 1969

To: Mr. G. E. Rohde
Chief Counsel
Legal Section
Salem

Attention: Mr. Armand Riveness

SUBJECT: Case No. 346619
State of Oregon vs.
Joyce Compton, et al
R-42569 (L-5987)
Ross Island Bridge-
Roadway Section
Pacific Highway East

Enclosed is a copy of a letter from Mr. Ray Smith, Auditor of the City of Portland, together with a copy of City of Portland Council Minutes relative to condemnation of a house located at 4118 S.E. McLoughlin Boulevard. The above-mentioned house is located on property belonging to Mr. Richard Compton on which we have filed condemnation proceedings.

As I indicated to you in a telephone conversation this date, the City Council is desirous of having this house torn down because of its decrepit condition and its potential fire hazard. Action on this City condemnation has been deferred until May 7, 1969, and the City Council has requested that our Attorney confer with the City Attorney regarding its removal.

Since this property is under condemnation, this matter is forwarded to you for further action.

Original Signed by A. E. Johnson

A. E. Johnson
Metropolitan Engineer

AEJ:lh
Enc
cc: F. B. Klaboe
Dave Hoskring
J. J. Smith

OFFICE OF CITY AUDITOR

RAY SMITH
CITY AUDITOR

CITY OF PORTLAND
OREGON

April 18, 1969

A. E. Johnson, Metropolitan Engineer
Oregon State Highway Commission
5821 N. E. Glisan
Portland, Oregon 97213

Dear Mr. Johnson:

The City Council Wednesday, April 16, 1969, continued consideration on condemnation of building located at 4118 S.E. McLoughlin Boulevard to the meeting which will commence at 9:30 a.m., Wednesday, May 7, 1969.

Enclosed is a copy of the council minutes in which the Council asks your immediate attention to this matter and that the Highway Commission Attorney confer with the City Attorney. The Council is very anxious that this building be removed as soon as possible.

Yours very truly,

RAY SMITH

Auditor of the City of Portland
BY: Robert Kay
Chief Deputy

GC:lfh
Cal. No. 1519

METROPOLITAN ENGINEER
RECEIVED
APR 21 1969

1517 Resolution No. 30502 of intention to construct a sanitary sewer in SW Stanley Court from the sewer in SW 26th Avenue to approximately 220 feet east, was introduced by Commissioner Bowes and read.

The roll being called on the adoption of this resolution resulted in Yeas, Commissioners Bowes, Earl, Grayson, Ivancie, and Mayor Schrunk, 5; whereupon the resolution was declared adopted.

1518 Resolution No. 30503 of intention to construct a sanitary sewer in SW Canyon Court and SW 58th Avenue, was introduced by Commissioner Bowes and read.

The roll being called on the adoption of this resolution resulted in Yeas, Commissioners Bowes, Earl, Grayson, Ivancie, and Mayor Schrunk, 5; whereupon the resolution was declared adopted.

HEARINGS

1519 On condemnation of building located at 4118 SE McLoughlin Blvd.

COMMISSIONER EARL:
Mr. Mayor, I think Commissioner Bowes has some information on this.

COMMISSIONER BOWES:
Mr. Mayor, as I understand, this piece of property, which has been an eyesore for some time, is in the right-of-way of the proposed widening of SE McLoughlin. The State has taken or is taking an option on the property, along with all the other property on the east side of McLoughlin, and here comes a proceedings where the City is also condemning a structure which is to be torn down when the street is widened. It is owned by Mr. Compton, and Mr. Compton is here today.

MAYOR SCHRUNK:
If the State takes it, do they understand the building would have to be torn down?

COMMISSIONER BOWES:
They are going to tear down seven or eight of them, right there in a string, and they are widening it to six lanes.

MAYOR SCHRUNK:
We will be happy to hear from the owner, if he has anything to add.

MR. RICHARD COMPTON, 4018 SE 8TH AVE.:
Mr. Mayor; Council Members:
This is a very unhappy situation for us. Approximately twelve years ago, we bought all this property on McLoughlin for a large motel. It took us six years to put this property together and to get the plans for the motel. Then we proceeded to try to obtain financing, $1,500,000. We had put approximately $70,000 in the plans. We have approximately $150,000 in the property. This building was to be torn down when we built the motel.

MR. COMPTON: (contd.)

Three years ago, in February, 1966, the Highway Commission came in and told us there was a big rush project to widen the highway. They stopped our plans. We had already obtained our second mortgage money, and were working on the first. This was a project that would have paid $40,000 a year in taxes. For three years, we listened to the Highway Commission tell us nothing but lies and deceit.

They first told us they needed 5' on the north end of the property; they needed 17' on the south end. This, we believed. I set the plans aside until they made up their mind as to what they needed. They said it was a rush project; they would pull my tenants; they would be in, within 30 to 60 days, with bulldozers.

This caused quite a hardship with us, because we were depending upon this rental to take these payments. Then, all of a sudden, they set this aside. Since then, it has been costing us approximately $1,000 a month in interest and taxes alone, to hold this property. We have sacrificed all our other property to hold this, while they fiddle around.

On April 4, they filed condemnation on this property. They are taking the whole block, Lots 1 through 6, on McLoughlin, five houses, paying us $41,500. We are going to lose at least a quarter of a million dollars if this goes through. We don't need any more trouble, by tearing down a house. We don't have the money to do it. $1,000 was the bid to tear this house down, and we don't have the money.

All we are asking for is a little thought on your part of the hardship that's been forced on us over this. Also, I think you should look at the highway operation in the future, when you grant them these hearings, and such. In other words, put a time limit on their projects, so they don't cause hardships like this.

My wife and I have lost a new home over this. We have lost a lot of money. Here are the pictures of the motel that would have been built three years ago.

MAYOR SCHRUNK:

I am not quite familiar, Sir, where this property is.

MR. COMPTON:

This is opposite Ross Island Sand & Gravel. It starts at the north end of their office and continues a full block, going north. They are taking a full block of our property there. They only need 5' on the north end and 36' on the south, for their latest plans, but they are taking a depth of 91½'.

I have seen the plans for it. Their plan shows they are taking out all of the Taco House parking, 60' wide. The reason for this is, they need an outlet for Ross Island Sand & Gravel. There is to be a tunnel from their property into ours, and then a merger lane going north through the Taco House property and merging with the northbound traffic. This is why they are taking half a block from us. We have already been destroyed, unless the Court sees fit to grant us more for our property; but it has been condemned. I have the papers right here; they were served April 4; a total of 28,144'. We have damages to the back end, which they don't even mention. They are paying us $41,500 for this property.

MR. COMPTON: (Contd.)

This is property on the busiest highway in the State of Oregon--52,500 cars a day by that entrance. We have access from both ways. This is one of the finest pieces of property in the City of Portland.

COMMISSIONER GRAYSON:

I would like to ask a question, Your Honor. It looks to me, from reading these reports on the building, that the building should come down. I think you probably agree with that, up to that point; but is it your contention that the Highway Department should take this building down, or what?

MR. COMPTON:

When I was notified by the City that they wanted this building torn down, the first thing I did--they were taking down the building in the block to the north of me, where Mr. Reinke is building this Columbia Bifocal Company in an M3 Zone. A man was over there, taking down the building with a bulldozer and big trucks. Today, as you know, we have to take them down and have them hauled away, because you cannot burn any more. I got the man to come over and look at it. He said, "It will cost you $1,000 to take that building down."

We have been forced by this inaction of the Oregon State Highway Commission for three years to pay at least $1,000 a month in interest and taxes to hold this property, while they fiddle around. This has forced us into a hardship. We have sacrificed other pieces of property. We lost a brand-new home that I built, because we couldn't keep up the payments on it, and we couldn't give it away, because the taxes and interest would be too high for anyone to buy it.

I went to the Building Department when I found out the cost of this, and told them it was impossible to me to have it torn down. They said, "We want it down. If you don't do it, we will, and put a lien against the property." I don't think this is fair, because you know as well as I do, when I get through in the courts of the State of Oregon, I am not going to have very much left, and this is just compounding another hardship upon me, to force me to tear it down, after papers have been filed by the Oregon State Highway Commission to take that property.

COMMISSIONER GRAYSON:

Sir, I asked the question, is it your contention that the Highway Department should take the building down?

MR. COMPTON:

They will have to. I can't afford it. We actually owe today more money on this property, in taxes and mortgages, than what they are paying us for it. If you think the City wants to move into a situation like this, and pay $1,000 or more to take that house down, that's your prerogative.

COMMISSIONER GRAYSON:

The City won't pay for it, because we can't use taxpayers' money to tear that house down. Somebody is going to have to get it down. That's why I asked you if it was your contention that the State should tear it down.

MR. COMPTON:

Yes, Sir; they are taking it.

COMMISSIONER IVANCIE:

Mr. Mayor, I think that since the Highway Commission is condemning this property, we should hold off any action until such time that they act, and I would assume it would be their responsibility to determine the disposition of this building. I agree with this gentleman.

MAYOR SCHRUNK:

I think you are absolutely right, Commissioner, and it would certainly be the Chair's recommendation that we continue this and that we transmit a copy of these minutes to the Highway Commission for comment. I am not sure what zone your property is in, Sir.

MR. COMPTON:

It is A2.5 today. I never did change it, because I was attempting to get the other three pieces before I applied for the zone change.

MAYOR SCHRUNK:

But if what the gentleman alleges is true, that he has been deprived of the useful use of his property over this period of time, I certainly would like some comments from the Highway Commission on this practice, and I certainly can't approve, if what we have heard here today are all the facts. Do you know, Commissioner Bowes?

COMMISSIONER BOWES:

Mr. Mayor, I am fairly familiar with it. What Mr. Compton has told you regarding the Highway Commission is correct, on their plans to widen to six lanes, and it's going to take his property and the other properties he mentioned, or at least substantial portions of them. There is some controversy as to whether or not this tunnel you spoke of is going to be built.

MR. COMPTON:

They deny it's going to be built.

COMMISSIONER BOWES:

That's what I understand. They are still trying to do an engineering job, to take the Ross Island Sand & Gravel equipment off of the northbound movement, because they have to cross the freeway to do it, and that's been going on for some time. They were also going to go below the bluff and come in with a tunnel; but they have been, I don't say negligent, but I say, it has taken more time than they anticipated, to get the plans and the engineering done, to complete the widening from the Ross Island Bridge south on McLoughlin. They have completed the overpass at Bybee, and they have completed the widening of the Ross Island Bridge approach; so my sympathies are with Mr. Compton.

If I may, Mr. Mayor, I would like to recommend to the Council, although this is not in my department--it is in Commissioner Earl's--that this document be returned to the Commissioner.

MAYOR SCHRUNK:

I think it should be held in abeyance, since condemnation has been filed. I think the gentleman is probably right--if they are going to take the property, they should be responsible for removing it, at as early a date as possible.

COMMISSIONER BOWES:

That's what the question is today, should the City condemn it, or should the State do it? The State has already notified them they are going to condemn it and buy it and remove it, and this is just an additional condemnation on the part of the City, which I think is premature at this time.

MAYOR SCHRUNK:

I don't just place the structure.

COMMISSIONER BOWES:

It's the one right opposite the Ross Island Sand & Gravel Co. Some of the windows have been boarded up, and it's in a bad condition.

MAYOR SCHRUNK:

Apparently there's been neighborhood complaints on it. Here is a picture of it.

COMMISSIONER EARL:

Mr. Mayor, I am sure Mr. Compton acted in good faith on this. If he had had any assurance from the Highway Commission, or if they had gone to work or let him go to work, this, of course, would never have been before us today. I would suggest we just lay it on the table.

MR. COMPTON:

May I make a statement, please?

We filed the hardship case with the Highway Commission in February, 1967. Now, in August, 1968, the federal government passed a law to stop such things as this. There is a fund in Washington, D. C. that is available to the states for right-of-way purposes, interest free. The reason for this fund was--take where the Highway Commission claims they don't have money to buy our property; they are only giving us $41,500; they still haven't given us any money. We are still under the handicap of making these interest payments and tax payments, because if we should happen to go to court and win a large decision from them, they could still throw it back in our face and we would lose it, if we don't keep up these payments. But I would like this Council in the future, whenever a highway development comes up, to give them a time limit on how long they can sit back and make their plans, because they cause many and many a hardship. You should see the old people along McLoughlin that are handicapped and are being crucified by this. This causes a tremendous worry to these people. Give the Highway Commission six months to make their plans. If they don't have it within that time, money is available to them, interest free, in Washington, D. C. There is no reason to sit back for 38 months, like they have with us, and crucify us. But you keep this in mind the next time you give them an okay to go ahead on a highway project in the City of Portland, because you are crucifying a lot of people when you let them fiddle around for three years, or two years, or five or six years, like they are doing with all these projects.

I have talked to one of the Highway Commission men, who is an assistant to Mr. Johnson, and he admitted to me this was a policy of theirs, to create hardships with these people.

MR. COMPTON: (Contd.)

He says, "It's so much easier when we do go out, after four or five years. Then these people have made other plans, and they have been sitting there, paying two payments on two homes, or they lose a home, just because we fiddle around. It's awfully easy for us then to deal with people, because they don't even have money to go to court with."

So please keep this in mind for the people in the future.

MAYOR SCHRUNK:

How were you first notified that your property was going to be taken?

MR. COMPTON:

Mr. Benedict and Mr. Stovall of the Highway Commission came to my house on February 6, 1966, and told me it was a rush program. They had to come on our side of the road because Ross Island wanted five and a half million dollars for their property across the street. It might be interesting also to the taxpayers and the people of this City Council, that same property across the street, the property valuation on the tax rolls is only $30,000 on that property. Their buildings are valued at $204,000 on the tax rolls; but this is the property they wanted $5,500,000 for. They never asked me what I wanted for my property.

MAYOR SCHRUNK:

This was verbal, though?

MR. COMPTON:

Yes. Then a week or two later, we received a letter from the Highway Commission that they had been out, that they had already talked to us. In fact, my wife had written a letter. We had heard rumors of this widening. We have $70,000 in a set of plans for this motel, which we will not get five cents for, because the law doesn't provide us anything for the work we have done on the motel. I have a book that is valued at $25,000, a prospectus to get the $1,500,000 loan for the motel; I don't get five cents for my twelve years of hard work and worry and sweat out of this project.

COMMISSIONER GRAYSON:

Your Honor, I have no objection to referring this to the Highway Department for comment, and laying this on the table, but I don't think we can lay this thing on the table over an indefinite period. In reading the report, you've got a situation here, and you have had neighborhood complaints, and they find the building is open to unauthorized persons, has been severaly vandalized, and it gives the present rate of deterioration. "The gutters are gone, and the down-spouts; there is no heat; the plumbing has been pulled off, cabinets removed, etc., and also unauthorized people visiting the premises." Also, it's a fire danger. All you would have to have is some pervert drag a young girl into that building, and it will come down in a hurry, one way or the other. I think it should be referred to the Highway Department, but I think we are going to have to take some action on the building, in the not too distant future.

MAYOR SCHRUNK:

I agree the building must come down. I have had the Clerk hand the condemnation proceedings to the City Attorney. Does that ask for immediate possession?

MARIAN RUSHING, CITY ATTORNEY:

No, there is no motion for immediate possession attached, Your Honor. Normally there would be a separate motion.

MAYOR SCHRUNK:

If they are taking immediate possession, we can request that they immediately take it down. I think Commissioner Grayson is right. We cannot allow it to stand indefinitely, but I am deeply concerned about any action that would deprive a person of the use of his property, or bringing it up to code, causing him to pay taxes on that property when he cannot use it.

You recall that at the Mt. Hood Freeway hearing, I raised this particular question. The Highway Commission did assure this City Council that in the case of that route, that where hardship cases existed, they would acquire the property immediately, and they have acquired some on that basis; and I think the gentleman is right, that on future ones, we must insist on that type of acquisition, where hardship exists.

Can we lay this on the table for two weeks, and ask for a report from the Highway Commission, and ask that they ask, in their condemnation, for immediate possession of at least this parcel?

COMMISSIONER BOWES:

I would think it proper, Mr. Mayor, that we send a copy of the minutes to the Highway Commission.

MAYOR SCHRUNK:

I am going to do that; I am asking the Auditor to do that.

MR. COMPTON:

I think it would be proper for the Highway Commission to file an order of taking on the property, instead of forcing us to sit for another eight or ten months, before this ever gets into court; but this is just compounding the hardship, what they are doing to us.

MISS RUSHING:

Mr. Compton, have you an attorney who is filing an answer on this?

MR. COMPTON:

My attorney died a week and a half before I was filed with this paper. After I got this paper, I had to get another attorney to take the case, and he asked for a 30-day continuance, and it will be up in May sometime.

MISS RUSHING:

So you have until about the middle of May to answer.

MAYOR SCHRUNK:

I think our technical problem is how to get the house down without any more hardship to this gentleman. If they are in condemnation, this gentleman could give them authority to take this building down, even though it is on his property. When would these minutes be available for transmittal to the Highway Commission?

MR. ROBERT E. HYLE, COUNCIL CLERK:
Probably by next Monday or Tuesday.

MAYOR SCHRUNK:
Suppose we ask for comment within not later than three weeks, and in the mentime, I think it would be appropriate if they have their attorney confer with our City Attorney on this matter, to explore means of accomplishing this objective. I think they have procrastinated far too long, and they must expedite this problem.

By unanimous consent, C. C. No. 1519 was continued to May 7, 1969, at 9:30 A.M.

The City Auditor was instructed to transmit a copy of the above minutes to the Oregon State Highway Commission, with a letter stating that the Council asks their immediate attention; that they may have their State Highway Commission attorney confer with the City Attorney on this matter, because the Council is extremely anxious that this building be removed as soon as possible.

MAYOR SCHRUNK:
If they are going to be tied up in court for six or eight months, this is far too long.

Portland, Oregon

5 February 1969

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Cooper:

Received your letter of December 23, 1968, in regards to the widening of McLoughlin Boulevard, wherein you stated a sketch map was attached. It seems like someone inadvertantly omitted including this map in the letter, so please send this map to which you refer.

Also, in your letter you stated that Oregon State Highway money is available for this project and since state money is used for right-of-way purchases and said right-of-ways are needed before program application is made to the Federal Bureau of Roads; why is this right-of-way acquisition by the State not being done? This action would relieve the many hardship cases which have been forced upon the people that are effected by this project, and, then when federal-aid money does become available, application can then be made and the project completed. Surely you must be able to give us more accurate information on how long we must wait before this acquisition is to take place and the relief from this hardship which has been forced upon us. If we do not receive this information immediately, I will proceed to file suit in our courts for such information and a restraining order against any other future projects until the Oregon State Highway Commission can show proper planning and management, instead of the deceit and mismanagement that appears to prevail today. Governor Tom McCall, in his letter of December 24, 1968, in regards to this project, states that "the Highway Department does not make a practice of deception or of withholding information, if such information is available", but for three (3) full years we have been attempting to obtain truthful information, not only from you personally, but also from the Metropolitan Office and any other highway department and we have continuously received double-talk or excuses, such as 'lack of federal funds', although such funds have never been applied for, or other plain outright lies which appears to be the mode of operation under your management of the highway department.

We, who are effected by this program, have a right to the honest truth of this project and if we do not receive said information in answer to this letter, we shall petition our courts for said information and relief.

Very truly yours,

Richard N Compton

Richard N. Compton
4018 S. E. 8th Avenue
Portland, Oregon 97202

RECEIVED
FEB 7 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Conveyor

Bunkers

Bldg.

Office

Tram Term.

Conc. Wall

525

42569

26,772.0°

Ho.

Possible Future Alley

14,370°

12,994.0° M.

Gar.

Gar.

Gar.

Wm. Muirhead
1311-187-189

J. Compton
2060-293
2183-350/350

J. Glazerbrook
1884-190
1681-317/318
1884-192
1884-427

J. Compton
55-122

HEIGHTS

S.E. Boise St.

S.E. Center St.

101

12

31

11

01

6

9

1

60'

JAN 2 - 1969

Coast
R/W
Portland
Hwy E
Dp.
3629

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

December 24, 1968

Mr. Richard N. Compton
4018 S. E. 8th Avenue
Portland, Oregon 97202

Dear Mr. Compton:

Since receiving your December 2 letter, I have looked into the problem you described in connection with the proposed widening of McLoughlin Boulevard in Portland. I am indeed sorry that such a misunderstanding seems to have developed, but I am certain it is due to unsatisfactory communications somewhere along the line.

The Highway Department does not make a practice of deception or of withholding information if such information is available. It is sometimes possible and does occasionally happen that wrong or poor information can be obtained from members of survey parties or field engineering personnel who themselves may not have the latest data or facts. I am sure, however, that a contact with either the Metropolitan Engineer in Portland or the Highway Engineer's office in Salem will result in the best information available.

Your Highway Commissionddepends largely on Federal-aid funds for construction and improvements. The Federal Government during the past year has turned these on and off to the point that considerable confusion not only has but could further develop.

I hope that Mr. Cooper's answers to the questions you posed to him explain the situation but if something further is still needed, additional inquiries to his office will receive prompt attention.

Sincerely,

Tom
Governor

verbal Tim to draft

TM:mm

bcc: Forrest Cooper

RECEIVED
DEC 30 1968
OFFICE OF
STATE HIGHWAY ENGINEER

COPY NOTED
FORREST COOPER

December 23, 1968

Mr. Richard H. Compton
4018 S. E. 8th Avenue
Portland, Oregon 97202

Dear Mr. Compton:

I have your December 2 letter concerning your property on McLoughlin Boulevard between Center and Boise Streets and the problems that you have encountered since the widening of McLoughlin Boulevard was announced.

It was this Department's hope to have this project under contract before now, but because of cutbacks in federal-aid funds, scheduling has had to be changed and some confusion has resulted.

Following are the best answers that I can give to the questions you posed:

(1) I am unable to forecast accurately when the Ross Island Bridge-S. E. Roadway Section will be advertised for contracting.

(2) It is planned to use so-called Federal-aid Urban financing on this section, which is approximately 63 1/2 percent Federal and 36 1/2 percent State. State matching money is available. Federal-aid money is in competition with other projects and probably will not be programmed for some months. At the time the necessary rights-of-way have been acquired, program application will be made to the Federal Bureau of Public Roads.

(3) McLoughlin Boulevard is being widened from a present 60 feet between curbs to 96 feet between curbs. This is to include present-day standards which require 12-foot traffic lanes, 4-foot median areas, allowance for sidewalks, utilities, slopes, et cetera. Attached is a sketch map on which

is indicated in red the exact amount of property required between Boise and Center Streets along the easterly side of McLoughlin Boulevard. When you asked for consideration as a hardship case, planning was not to the point that an exact right-of-way line could be delineated. As I understand it, the Right of Way agent who contacted you stated that the State would be willing to purchase all of your lots.

(4) None of your property is needed for or will be used as an access to the Rose Island Sand and Gravel Company. The exact plan will depend upon negotiations with that company. No tunnel or bridge is planned and except at some street intersections, no left turns can be made across the median area.

(5) Any property you elect to retain after the right-of-way acquisition would be accessed to the northbound lanes on McLoughlin only. Southbound traffic could not left turn across the median.

(6) Plans are available for inspection at the Salem office, and you could contact D. J. Barbee, Design Engineer, Room 234 State Highway Building, telephone 364-2171, extension 1762.

If you have any further questions, please contact Mr. Barbee.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
F. B. Klabee
Victor D. Wolfe
D. J. Barbee
D. H. Moehring
A. E. Johnson

RLP:ms fn

REPORT OF PROPERTY OWNER CONTACT

Section Ross Island Bridge - Roadway County Multnomah R/W File # 42569

Highway Pacific East Date September 16, 1968 10:30 AM

Received ~~[call]~~[visit] from Richard H. Compton Address 4918 SE 64th Ave. Ct.

Made [call][visit] to _____ Phone 232-5720

Reason for contact and general discussion: Requested "project number" for Ross Island Bridge - Roadway Section, probably in connection with some legal action he intends to take against the Highway Dept. After his usual insults and accusations that everyone in the Highway Dept. has lied to him and conspired to cheat him out of his property, he left with the remark that he would "see us in court"

NOTED
J. J. SMITH

Jon Rose
Signature

Title

Please use this form to record all contacts concerning R/W matters. Send form to R/W Engr.
2-14-68 jp

RECEIVED
DEC 12 1968
RIGHT OF WAY

REL[illegible] PROPERTY OWNER CONTACT

Section Ross Isl. Bridge ~ Reedway County Mult R/W File # 42569

Highway Pacific East Date 11-21-68 1:30 PM

Received [~~call~~][visit] from Mr. Compton Address McLoughlin Blvd.

Made [~~call~~][visit] to Metro Eng. office Phone 232-5720 NOTED J. J. SMITH

Reason for contact and general discussion: Mr. Compton made his periodic visit to call us names. His present inquiry was to determine whether recently announced release of federal money would speed up construction on McLoughlin Blvd. Told him we didn't know, but assumed that construction schedule would remain essentially unchanged with contract possibly late '69

NOTED
J. J. SMITH

Jon Rose
Signature

[illegible]
Title

Please use this form to record all contacts concerning R/W matters. Send form to R/W Engr.
2-14-68 jp

RECEIVED
DEC 13 1968
RIGHT OF WAY

REPORT OF PROPERTY OWNER CONTACT

File No. 42569
Section Ross Island Bridge-SE Reedway
Highway Pacific Highway East
County Multnomah

Legal Owner Richard N. and Joyce Compton H & W
Elliott M. and Betty M. Compton H & W
Address 4018 S. E. 8th Avenue
Portland, Oregon

Contract Purchaser None
Address

REASON FOR CALL: ☐ Liaison ☐ Public informational hearing ☐ Appraisal ☒ Purchase
☐ Property Management ☐ Other, explain.

RECEIVED
DEC 12 1968
RIGHT OF WAY

☒ Improved property
☐ Unimproved property
☐ Before legal letter
☐ After legal letter
"You and Your Highway Right of Way" delivered on 6-26-68

Area of taking 26,772 sq. ft.

Amount approved $ 44,800.00

Option, relocation forms & instructions delivered on

DIARY OF CONTACT

Date	Persons present	Statement of discussion
6-26-68	Mr. Compton Mr. Barr	I received file and called for appointment to start negotiations. Talked to Mr. Compton and he gave me a two o'clock appointment. Since this is a rather complicated file, I studied the appraisal and and checked title report.
6-26-68	Mr. Compton Mr. Barr	I honored two o'clock appointment. After a short introduction I checked on the title exceptions. I find that while the several pieces of property have title to Joyce Compton, formerly Joyce Glazebrook, her husband Richard N. Compton has a Curtesy interest and has signed numerous mortgages and Trustee Deed, so is very active in the transaction. This title problem will need more work as there seems to be plenty of encumbrances and Mr. Compton was not very co-operative about it. I then asked Mr. Compton (only) about the renters and wrote the names into an RP-52. Right here he stopped me short and said "Not to talk to his renters at this time or before we had agreed on a price (for the property). I explained the relocation program to him and left him an envelope with the material in it explaining the service. He kept after me to give him the amount but I got as much information out of him as I could because I could see that he was going to make it difficult. I did explain the appraisal processes and review policies before I gave him the reviewed amount of $44,500. He almost blew up and I was a little concerned that he might have a heart attack. I tried to support and do agree with the assumptions in the ~~in the~~ reviewed appraisal and certainly believe in the appraisers (Kolberg and Rodwick) used for this kind of property. The review used the highest of the two. It seems as though Mr. Compton has drawn some plans for a large apartment building but was stopped, he says because of the State Highway program, and kept forever referring to these costly plans running to as high as $75,000. To me, they seemed more on the order

By
Right of Way Agent

Rev. 2/2/68 ab

Use reverse side (tumblehead).

of a brochure or a summary on the apartment business, even in other parts of the U.S.A. He is real proud of this brochure and has loaned it to the appraisal section here in this office. While it is interesting and has a lot of information in it, as far as I find out there are no detail specs or plans, but was used to impress some financial institution so that he could get a building loan for an apartment facility. He may have been turned down for a loan and may be disappointed and really got more violent during the presentation. Said he would sue the State for spoiling any chance he had. I do not agree with his thinking or statements but wish to report it as I remember it, taking a few notes when I could. He said the recommended offer was ridiculous and wanted to end our conversation. Said that he would sue to get the State Highway Department to buy it now at his price", "that the State was buying r/w in other areas but was holding up on McLoughlin Boulevard and he was going to make the State purchase along this important roadway now".

I will discuss the entire situation with Mr. Smith before I do anything pertinent because of the many problems, the tax situation, the road programming, the emotional temperment, etc.

7-29-68 Mr. Barr

I checked with the design eng. office and find that the State Eng. office has not a "set" plan yet, but did get some useful information and feel that I know as much about the plan as the owner now which I didn't know before.

12-8-68 Mr. Jackson
Mr. Barr

Project seems to be dormant and will hold this file until notified to again contact Mr. Compton. My supervisor, J. J. Smith, feels that any contact now would only agitate Mr. Compton and would not produce any gainful results.

12-10-68 Mr. Smith
Mr. Barr

Mr. Smith asked me for copy of this negotiation record for the Salem office.

Harold E. Barr

File No. 42569

RECEIVED
MAR 1 1967
LEGAL & RIGHT OF WAY

Date February 23, 1967

Owner's Name Mr. Richard N. Compton

Street Address E. Side of McLoughlin Blvd. between Center & Boise Sts.

Legal Description

Section Ross Is. Br. - S. E. Reedway

Highway Pacific Highway East

NOTED
JOHN R. OAKES

Mr. A. E. Johnson
Metropolitan Engineer
B U I L D I N G

Attached is an owner request for advance right of way purchase. Please have prepared for our use a sketch map showing the larger tract in relation to the proposed improvement.

When the sketch is received, we will forward it with copies of Vesting Deeds and Right of Way and Relocation cost estimates to Salem for approval to acquire.

METRO DISTRICT RIGHT OF WAY SUPERVISOR

J. J. Smith

J. J. Smith

cc: G. E. Rohde
D. H. Moehring

Attachment

RECEIVED
1967

Date February 28, 1967

Owner's Name Richard H. Compton

Street Address E. Side of McLoughlin Blvd.
between Center & Boise Sts.

RECEIVED
MAR 1 1967
LEGAL & RIGHT OF WAY

J. J, Smith
Right of Way Supervisor

Programing relocation cost estimate for above property is

$ 700.00.

Warren C. Powell
Relocation Officer

Date February 27, 1967

Owner's Name Mr. Richard H. Compton

Street Address E. Side of McLoughlin Blvd. btwn. Center & Boise Streets

Legal Description

RECEIVED
MAR 1 1967
LEGAL & RIGHT OF WAY

Section Ross Is. Br.-S. E. Reedway

Highway Pacific Highway East

Mr. J. J. Smith
District Right of Way Supervisor
B U I L D I N G

Attached are two copies of a sketch showing the subject property in relation to our proposed alignment. The acquisition of this property:

[XX] Will be ~~an entire~~ a partial taking for:

- [XX] The main line
- [ ] Additional area for interchange
- [ ] Additional area for
- [ ] For takings due to more than 4 lanes

[ ] Will not be required on the present plan

Comments: This property will be needed for widening of McLoughlin Blvd. If funds are available, it is recommended it be acquired at this time.

[XX] It ~~is not~~ is recommended that the subject property be acquired See above.

Deed previously sent to Salem? [ ] No [XX] Yes Book See Sketch Page

METROPOLITAN ENGINEER

A. E. Johnson

AEJ:sh
Enclosures

cc F. D. Morgan (2 encs)

Alley

Customer Parking

F.L. 115±

Top 120±
F.L. 112±

Office

Trash Area

8th Ord. 12 R.O.T.

E 1,447,169.53

Conc Wall

Conc Walk

Bldg Ahd

EXIST. McLOUGHLIN BLVD

325'

Top 120±
F.L. 112±

SE Boise St.

Top 120±
F.L. N/A

F.L. 115±

Ho.

Top 123±
F.L. 116±

Top 122±
F.L. 120±

F.L. 118±

55'

Proposed R/W

15'

Gar.

1

2

3

4

5

6

7

8

9

10

SUBDIVISION	Sec	T	R
BENEDICTINE HEIGHTS	11	1S	1E

Block	Lot	Owner	Book	Page
1	1	State of Oregon	489	435-441
1	2	" " "	352	506-507
1	3.0	Bernard A. Frack	2103	615
1	4	State of Oregon	352	262-263
1	5	Walter H. Muirhead	131	187-189
1	10	Thomas Kidder, et ux	1618	199
2	1.2	Rodney Rosencrantz	2003	590-591
2	3	Joyce Compton	2030	295
2	4 Parts	" "	2193	305-309
2	5	Joyce Glazerbrook	1881	317-318
2	Part 4	" "	1884	190
2	Part 4	" "	1886	427
2	Part 6	" "	1884	192
2	6 Parts	Joyce Compton	35	122

POT. =
POT

N 673500

E 1447500

NORTH

N 15° E - S.E. CENTER ST

Portland, Oregon

16 February 1967

Mr. A. E. Johnson
Metropolitan Engineer
State of Oregon Highway Department
5821 N. E. Glisan Street
Portland, Oregon 97213

METROPOLITAN [illegible]
[illegible]
FEB [illegible]

Dear Mr. Johnson:

During the past few years my wife and I worked to acquire the property on the east side of McLoughlin Boulevard between Center and Boise Streets for the sole reason to build and operate a large motel on the site. After obtaining the needed property at a great deal of sacrafice, plans and planning were completed at a further tremendous cost and labor. At this point before final financing and construction could be started, your department decided to widen McLoughlin Boulevard on our side of the street. I was approached over one year ago by members of your office with the statement that this was a rush program; that the money had been alloted and that they would like to survey through my property because they would be acquiring it by April of 1966. I gave them this permission with the instructions not to bother my tenants. Your survey crew shortly thereafter began work and on inquiries of what was going on, instructed my tenants that you people were going to widen the highway immediately and that they better find a new place to live because the highway was going right through their house. This created a great deal of panic with one of my tenants moving immediately. Due to your department's employees' conversations and instructions we attempted to plan for the future even after our sacrafices and labors for the future had been destroyed. I, in turn, went out and purchased a new home, which was sixty per cent (60%) completed and proceeded to take on $130.00 per month interest payments plus the cost and labor of completing said home because I did not doubt the honesty and integrity of your department. In July, 1966, I made further inquiries of what was happening through your office and was told that the project had been put off for a year or two.

Due to this planning, we have overextended ourselves financially, not only in payments, but in expenditures. Upon contacting our banker for a loan on part

of this property, we were told that the bank would not make a short term loan on the property, knowing that the Oregon Highway Commission was going to take it shortly as announced in our daily newspapers. At present, my wife and I are debating on giving up our new home which we have never lived in and which we have been attempting to sell, by letting the mortgage company take it back with the $4,000.00 travel trailer which we put up as further security on the mortgage. This no doubt will be a disaster to our credit rating, but it will lower our payments and give us an opportunity to save partly what we had worked for so many years.

I discussed this situation with Mr. Benedict of your office and he instructed me to write to you stating this was a hardship case and then your department could proceed with the purchase of our property. If this can be arranged and a fair and equitable settlement be arrived at, it will be better for everyone involved than to have this matter aired through the courts and newspapers.

Respectfully yours,

Richard N. Compton

Richard N. Compton
4018 S. E. 8th Avenue
Portland, Oregon 97202

FORM E-20 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

5821 N. E. Glisan Street
December 11, 1968

To: D. H. Moehring
Right of Way Engineer
State Highway Building
Salem, Oregon 97310

SUBJECT: File 42569
Ross Island Bridge-SE Reedway
Section
Pacific Highway East
Multnomah County

RECEIVED
DEC 1 1968
RIGHT OF WAY

As requested herewith the negotiation record on the above file by Mr. Barr. We also enclose copies of two property owner contacts by John Rose, our Metropolitan Office Engineer.

We have found this grantor to be a very difficult individual to talk to. He becomes very agitated and has stated in no uncertain terms that he has no intention of accepting our recommended offer of $44,500. The negotiator, Mr. Barr, was subjected to some very severe criticism and personal insults by this man. My own experience with Mr. Compton has been highly unsatisfactory. You may remember that at the public hearing, he publicly and for the record called me an out-and-out liar. Any action we take or anything further we say to him only serves to increase his counter-attack and agitation.

To the best of my knowledge, no one in this organization has in any way been discourteous or disrespectful to Mr. Compton. I don't believe it should be necessary to tell you that no one has lied to him. There appears little doubt that we will have to acquire this property by legal action.

J. J. Smith
District Right of Way Supervisor

By H. V. Jackson
H. V. Jackson
Assistant District Right of
Way Supervisor

JJS/jj

COM[illegible]ON TO HWY 12/9

Portland, Oregon

3151

3 December 1968

Klahr
DRAFT PLEASE
Don't make it Too Long.
AND

Honorable Tom McCall
Governor
State Capitol Building
Salem, Oregon

Dear Sir:

On December 14, 1966, I sent Mr. Glen Jackson of the Oregon State Highway Commission, a letter with a copy to you in regards to the widening of McLoughlin Boulevard project No. 26-1428.

In this letter I stated what plans I had made for my property that was being effected by this project which we had been told was a rush project back in February, 1966, when we were first approached by Mr. Benedict and Mr. Stovall of the Metropolitan office of the Oregon State Highway Commission. In this letter, I also complained of the action of the highway survey crew telling my tenants that it was a rush project with construction starting right away. I was told that only a small strip of my frontage was needed, but in my letter, I pointed out that I had discovered other plans which showed they were taking approximately the front half of the block. This of course, was denied by the Metropolitan office of the Oregon State Highway Commission. Also, I have seen other plans which shows the reason for this large piece of property being taken for an access tunnel for Ross Island Sand & Gravel Company which would come out into my property to merge with the north bound lanes. This plan also has been denied by the Oregon State Highway Commission. Also, I pointed out in my letter that the operation of the Oregon State Highway Commission was not a fair and responsible way to operate and it smells of political connivery, deceit and deals, that I, as a citizen and property owner effected by this project, has a right to the honest truth of this project contemplated by the Oregon State Highway Commission.

The following year, I talked with the Metropolitan Office many times, receiving the same lies, deceit and double-talk as I had received in the past, finally with the result that Mr. Benedict instructed me to file a hardship case letter to Mr. A. E. Johnson and they would proceed with the acquisition of my property that they needed. This I did on February 16, 1967 with acknowledgement from J. J. Smith, District Right-of-way Supervisor, on February 23, 1967, that action would be taken and an answer be made within four to six weeks. On June 13, 1967, I talked with Mr. Smith and was informed that Mr. Rose had forgot to send the papers to Salem. In talking with Mr. John Rose, he

informed me that he had immediately forwarded to Salem the papers which he had received from me, and he would find out from Salem what had happened. Mr. Clayboe of the Salem office informed Mr. Rose that nothing could be done until after the hearing in Portland in July, 1967. After many more inquiries at the Metropolitan Office, and on April 1, 1968, I demanded, with threat to resort to the courts, information why nothing had been done on my hardship case. I was told they would investigate and I was notified of such on April 12, 1968. On June 27, 1968, I was called by Mr. Harold Barr, Right-of-way Agent for the Highway Commission and asked to meet with him so as he could negotiate for our property. He came to our home that afternoon and after obtaining the names of our tenants, told me that the Oregon State Highway Commission was taking the half block bordering McLoughlin Boulevard, consisting of 26,772 square feet and paying us $44,800 for such. I asked if this was the way they negotiated and was told, "yes". This just proved another step in the lies and deceit that this department of government in your administration has perpetuated upon the people of the State of Oregon. We have many many times this amount in this property, plus over ten years of our lives spent in attempting to improve it. In fact, after paying up to eleven years on this property, to give a clear title to the Highway Commission at this figure, we would be forced to pay several thousand dollars to clear said property.

The arrogant deceitful operation of the Oregon State Highway Commission is the reason this hardship was forced upon us and then when we attempted to obtain relief by filing a hardship case as the law provides, we were further crucified by such inactions and deceit. As one highway commission employee told me in a private conversation, that it is a practice of the Oregon State Highway Commission to tell people that these projects are "rush projects" and then they set them aside for several years. This, in turn, results in many people making plans believing in what they were told and they generally end up in hardship cases; and then, when the highway commission does start action, it is easier to deal with these same people because of the hardship created. Our case has proven that this mode of operation exists and we, as citizens and tax payers, demand that a complete investigation be held and the people responsible for such actions, be removed from the operation of our state governmental agencies.

This is the same Highway Commission that has allowed Mr. Straub to prove to the people of the State of Oregon that something smelt in their operation on the Oregon Coast Highway, and it is a direct reflection back upon your administration. They tell us

they don't have any money now for this project, but it didn't take them long to come up with $1,300,000 with the City of Portland to buy a "White Elephant" known as the Oregon Journal Building for a park, or was it a deal for good paper publicity for the approaching election.

I have given this matter of lies and deceit by the Oregon State Highway Commission a great deal of thought and I have arrived at the conclusion that the only way to solve the situation is to resort to the courts to find the truth because I expect you to defend them with great vigor and exasperation, as you have in the past with other departments in your administration that have received bad publicity when their operation has become questionable. This letter is a notification of such an action for the truthful information I have attempted to obtain since February 9, 1966.

I am enclosing a copy of the letter directed to the Oregon State Highway Commission, wherein, I have set forth a list of questions for which I want answers. If I do not receive the answers within thirty (30) days, I will proceed with a suit to obtain a show cause order in our State Courts for such answers. It is a sad day in the life of our country when a citizen must resort to the courts to attempt to find the truth from his government, and I imagine you must be very proud of your administration to receive such a letter as this, and to be a party to the deteriating destruction of our fine government by what is known as the credibility gap by people you have trusted to administer the departments in your administration. No wonder our youth of today is rebelling to what they call the "Establishment", for this type of political dishonesty will eventually lead to the destruction of our type of democratic government.

Respectfully,

Richard N. Compton

Richard N. Compton
4018 S. E. 8th Avenue
Portland, Oregon 97202

RNC:me

Encl: (1)

DEC 9 - 1968

RECEIVED
DEC 10 1968
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Klaue
BY OREGON STATE HIGHWAY DIV.
LEFT LEASE

Portland, Oregon

2 December 1968

Routing 8138

Barbee
Hall
A. Olson
Sample
Terpin
Swenson

RECEIVED
DEC 11 1968
DESIGN
DIVISION

Trout
Wills
Hackleman
Scott
R. Olson
Carstensen

Mr. Forrest Cooper
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Please find below, a list of questions, on which I want answers in writing.

In February 1966, I was contacted by Mr. Benedict and Mr. Stoval of the Metropolitan Office of the State Highway Commission and informed that McLoughlin Boulevard was to be widened and certain properties that my wife and I own on McLoughlin Boulevard in Portland, for which we had completed plans for a large motel project were to be effected by such widening. We were informed, as well as our tenants, that this was to be a "RUSH" project and that the Highway Commission had the money available for such a project. Having never before dealt with our Highway Commission and their mode of operation, I believed what I was told and stopped work on my project until the highway project effects could be corrected in my project. After many talks and letters to your department, with the same resulting answers of double talk, lies and deceit, I have, after consulting my attorneys, city officials and U. S. Department of Transportation officials, decided to go ahead on my project. For my plans, I need certain information which I want in writing and which I want within thirty (30) days, or I will instruct my attorneys to file a suit to obtain a show cause order with our courts to obtain such information. All further communication between your department and myself must be in writing, as the Oregon State Highway Commission in the past, has failed completely to show good faith and honesty in their dealings with us. Please answer each and every question as asked and not a general answer of double talk covering the whole situation.

1. When is this project of widening McLoughlin Boulevard between the Ross Island Bridge and S. E. Reedway to be started? We are speaking of obtaining <u>all</u> needed property, letting of construction contracts and completion

2. What is the proportion of Federal and State monies to be used on this project? Since the Oregon State Highway Commission has approved this project, is State money available? Has application been made to the U. S. Bureau of Transportation for this project and if so, when?

Copy FC

3. Since McLoughlin Boulevard is to be widened two lanes or a maximum of twenty (20) feet, how much of our property on McLoughlin Boulevard between Center and Boise Streets, will be needed for such a project?

   On property needed, we have been told at different times by Oregon State Highway officials, every thing from a maximum of seventeen (17) feet on the south end of our property to a complete half block parelleling McLoughlin. On our filing a hardship case and action being taken on our insistance, after one year and four months, we were told that the Oregon State Highway Commission was taking a half block containing 26,772 square feet of property. Why is this much property being taken? Since deed records show this half block contains 28,144.94 square feet; where does the Highway department get the figure of 26,772 square feet?

28,145
26,772
1,373

4. On the completion of the widening of McLoughlin Boulevard, what are to be the facilities for Entrance and Exit for Ross Island Sand & Gravel Company? Is a tunnel under McLoughlin Boulevard being considered for this facility? Will you be using part of our property for some type of access for Ross Island Sand & Gravel Company?

5. After the widening project is completed, will we have access for the remainder of our property back upon McLoughlin Boulevard, not only for the north bound traffic, but also for the south bound traffic?

6. Does the Oregon State Highway Commission have completed plans or plans available for the inspection of people to be effected by this project, and if so, where are these said plans available to be inspected?

Respectfully yours,

Richard N. Compton

Richard N. Compton
4018 S. E. 8th Avenue
Portland, Oregon 97202

RNC:jc

RECEIVED
DEC 9 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 16 [illegible]
FOR FILING

[illegible]-129
[illegible]MISSIONERS
[illegible] JACKSON, CHAIRMAN
[illegible]ORD
[illegible]
[illegible]
[illegible]od W. Hill, Member
Baker
[illegible]ladimir Bruce, Member
Portland

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
5821 N. E. Glisan
Portland 97213

April 12, 1968

Mr. R. F. Compton
[illegible]6518 S. W. Eighth
Portland, Oregon 97202

Dear Mr. Compton:

This will acknowledge our telephone conversation of this date wherein I advised you that the Highway Department would immediately start the processes for the acquisition of the portions of your property along McLoughlin Boulevard which will be required for the widening of that facility.

As I indicated to you in our conversation, there will be a time required for the preparation of descriptions, appraisals, et cetera, after which you will be contacted. Further questions regarding this should be directed to Mr. J. J. Smith, District Right of Way Supervisor, at this address. Telephone 235-8911, Ext. 30.

Very truly yours,

Original Signed by A. E. Johnson

A. E. Johnson
Metropolitan Engineer

AEJ:ch

bcc F. B. Klaboe
D. H. Moehring
F. D. Morgan
J. J. Smith

NOTED
F. B. KLABOE

[illegible]
[illegible]
[illegible]

RECEIVED
DEC 30 1966
FOR FILING
Forest
Rlw
Pac Hwy 2

December 29, 1966

Mr. Richard N. Compton
4018 S. E. 8th Avenue
Portland, Oregon 97202

Dear Mr. Compton:

Reference is made to your letter of December 14 concerning the State Highway Commission's plans for the widening of McLoughlin Boulevard between the Ross Island Bridge and Reedway Street in the city of Portland.

Your letter contained a great deal of comment which can only be labeled "past history". We did at one time negotiate with the Ross Island Sand and Gravel Company for some method of improving its entrance to McLoughlin Boulevard. This plan came to no avail for the reason that the Highway Commission believed that the Ross Island Sand and Gravel Company should share in the cost of such a plan but the Company was unwilling to pay what we thought was an equitable sum.

We have also, as you state, not provided connections from the Marquam Bridge to McLoughlin Boulevard. As you probably know, connections to the Marquam Bridge will be provided at 7th and 8th Streets. Connections from McLoughlin Boulevard to the East Bank Freeway will also be provided. It would overly complicate the entire interchange pattern if we were to connect McLoughlin Boulevard to the Marquam Bridge. Other structures, such as the Ross Island, Hawthorne, and Morrison Bridges, serve to connect McLoughlin Boulevard adequately to the west side of Portland.

The six laning of McLoughlin Boulevard is badly needed right now. If it were not for the lack of funds, it probably would have been undertaken at an earlier date. Nevertheless, we are now proceeding with our survey between the Ross Island Bridge and Reedway Street for six laning

this facility and will undoubtedly continue with a survey from Roadway Street to Milwaukie in the not-too-distant future. As explained to you on your visits to the local offices of the Highway Department, this improvement will require the taking of certain portions of your property. We are sorry that such is the case, but we know of no other way within the bounds of practicality of doing this project without acquiring needed right-of-way.

During your most recent visit to our Portland office, you were shown what you stated were different maps depicting our proposal. These maps were in fact maps of the same plan but containing different information. For instance, when preparing a project as complicated as this one is, we prepare a map showing the right-of-way taking, a map showing some of the construction details, and a map showing the drainage facilities. All these maps generally contain only the information for which they were prepared. It is unfortunate that the person showing you them did not explain this fact in a better manner so that there would be no misunderstanding.

We will be glad to go over them with you again at your convenience in our local office. We cannot yet make copies of them for you inasmuch as we are still working out many of the details. If you will contact Mr. A. E. Johnson, Metropolitan Engineer, in Portland, he will arrange a suitable time and place to discuss the matter more fully.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc The Honorable Tom McCall
Glenn L. Jackson

R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
D. H. Moehring
A. E. Johnson

FBK:srb fn

DEC 30 1966

FORM E-20 50M 10-65 SP°23401-734

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 22, 1966

SUBJECT:

To: MEMO TO FILE

On this date, I made an inspection of McLoughlin Boulevard from the Ross Island Bridge to the city of Milwaukie. I was accompanied by Chairman Glenn L. Jackson.

On the proposed project from the Ross Island Bridge to Reedway, I explained the project to Mr. Jackson in considerable detail, pointing out the problems involved in providing sufficient space to accommodate a six-lane highway. I also pointed out the Richard N. Compton property and the Ross Island Sand and Gravel property across the Boulevard.

I explained to Mr. Jackson that we had taken bids on a project to widen existing structures to accommodate the additional lanes and asked for a decision as to continuing with the six-lane proposal prior to the award of the contract. It was Mr. Jackson's instruction that we award the bid and proceed with the right-of-way acquisition and plans for the six-lane facility.

On the section from Reedway to Tacoma Street, I explained to Mr. Jackson the proposals that were under study and informed him that we had been told the deciduous trees in that area could be moved. Mr. Jackson approved moving the trees and proceeding with plans for a standard six-lane highway.

From Tacoma Street southerly to the intersection of the Omark Road, we inspected the Sequoia trees and discussed feasibility of widening to six lanes. Mr. Jackson approved proceeding on a standard six-lane highway. Mr. Jackson also instructed that we make a further investigation of the feasibility of moving the Sequoias, the purpose being to determine if it is at all feasible to preserve these trees by setting them back in a new location, which will clear the right-of-way for the proposed six laning.

I also pointed out the area where the so-called Omark Road intersects US99E and called to his attention the interchange features. Mr. Jackson approved proceeding with construction, recognizing the necessity of removing approximately 25 of the Sequoias in order to accommodate the interchange.

It was Mr. Jackson's instruction that landscaping plans be developed for the Omark Interchange and that they be included in the original contract or announced at the time the original contract was contemplated, the landscaping to immediately follow the completion of the grading, surfacing, and structure work. Mr. Jackson also instructed that we develop landscape plans for the other units of McLoughlin Boulevard so that they could be announced prior to the construction activity on this section.

Forrest Cooper
State Highway Engineer

cc Glenn L. Jackson

R. L. Porter
F. B. Klaboe
Victor D. Wolfe
A. E. Johnson
L. W. Rulien

FC:ajw bg fn

FORM S-20 50M 10-61 SP°23401.734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
December 22, 1966

SUBJECT: Ross Island Bridge-S. E.
Roadway Section
McLoughlin Boulevard

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
State Highway Building
Salem, Oregon 97310

Reference is made to your letter of December 20, 1966 transmitting a copy of a letter from Mr. R. N. Compton, 4018 S. E. 8th Avenue, Portland, complaining that he has been mistreated by the State Highway Department in connection with the planning for the subject project. You have asked for an investigation of the allegations made by Mr. Compton, and in this connection I submit the following:

Mr. Compton's reference to a lack of an exit off the east end of the Marquam Bridge, I believe, needs no further comment. I am sure that our people explained to Mr. Compton that our future plans would provide for connections to 99E and 7th and 8th Avenues from the Eastbank Freeway and Marquam Bridge and that he is aware of our future plans.

My first contact with Mr. Compton was the latter part of 1962 when we were attempting, with the City of Portland, to develop adequate left turn refuges and channelization in the vicinity of Ross Island Sand & Gravel Company. The plans that were developed at this time, at the request of Ross Island Sand & Gravel, were to provide some means of ingress and egress for the Sand & Gravel Company with the understanding that they would participate in the cost of such a project. The Sand & Gravel Company wished to install a signal light to be operated by their dispatcher, which plan we refused to go along with. A channelization plan was developed which would prohibit parking along McLoughlin Boulevard in front of the property owned by Mr. Compton, but our people believed that such prohibition of parking would not be detrimental to Mr. Compton's property and that the proper channelization would be compatible with a future left turn refuge planned at Center Street which would be of material benefit to Mr. Compton.

On January 10, 1963, a meeting was held with the Ross Island Sand & Gravel Company with representatives of the City of Portland attending, and at this meeting we invited Mr. Compton to attend due to his interest in the planning. This is the hearing to which Mr. Compton refers. Negotiations with Ross Island Sand & Gravel broke down, and the development of the channelization, et cetera, failed to materialize.

More recently, a survey was authorized to work up plans for six-laning McLoughlin from the Ross Island Bridge to S. E. Reedway Street. Prior to starting our survey, a general letter was issued from this office informing the property owners that we contemplated a widening project and it would be necessary for our survey crews to obtain necessary data and that they would be obtaining this data on the individual properties concerned. For your information, a copy of this letter is attached.

On February 9, 1966, Mrs. Compton wrote to Mr. Forrest Cooper regarding the proposed widening of McLoughlin Boulevard requesting information as to what the plans were and other details involved. In accordance with your request, Mr. Benedict and Mr. Stovall, after repeated attempts, contacted Mr. Compton and explained that our survey had just begun and indicated a proposed taking line and explained that this taking line must be considered tentative. It was also indicated to Mr. Compton that due to constrictions with Ross Island Sand & Gravel's tramway terminal and for economic reasons, there was little prospect of widening on the west side of the highway. Attached is a copy of a report to you dated March 10, 1966 covering the above-mentioned meeting.

At the meeting, Mr. Compton indicated to Mr. Benedict that he was the owner of a racing car and that he and his wife would be following the racing circuit all summer, beginning in April, and would not be available. Mr. Jon Rose, then Assistant Resident Locating Engineer, remembers that Mr. Compton visited the location office twice during the summer months; once, he remembers just after the Indianapolis race. He remembers this visit because Mr. Compton described his experiences at the races and also talked about a pending trip of his to Japan. Mr. Rose indicated that on both occasions Mr. Compton was given the very latest information available on the plans.

The next contact with Mr. Compton was approximately December 1, 1966 at which time he contacted Mr. Stovall at his

office. At this time, plans for this project had been sent to our Salem office. Mr. Compton asked to see the plans for our project and Mr. Stovall showed him our latest plans. These plans consist of three different plans of the area; one for right of way; one for construction; and one for sewers and drainage. The plans shown to Mr. Compton were the latest plans we had and Mr. Stovall has advised me that they were the same plans that were furnished to the utility companies in order that they could prepare plans for their readjustments. Mr. Compton requested copies of the plans and Mr. Stovall advised him that they were not final plans, but subject to change in our Salem office prior to final design, and that it was our policy not to give copies of the plans until they were fully developed. There is no evidence to substantiate Mr. Compton's claims that he was shown a set of old plans; however, in viewing the construction plans which did not show the proposed right of way line, some confusion may have existed.

To my knowledge, our people have never treated Mr. Compton with anything but courtesy and we have at all times offered to keep him advised and to show him what we are planning anytime he has requested it. For your information, I am enclosing a copy of our file from the Division I office indicating previous contacts and dealings with Mr. Compton.

A. E. Johnson
Metropolitan Engineer

AEJ:sh

Enclosures

cc Forrest Cooper (Encs)
Victor D. Wolfe
F. D. Morgan

Shop Bldg.

Parking Area

Ramp

S 21° 52' 15" E

N 16° 14' 25" W

S 66° 12' 45" E

320.50
Q = 1.35
S = 0.42%

S.E. 9th Ave.

S.E. Cora St.

Curb wall

Top of Bank

Bottom of Bank

Edge of Water

Gas Line

Sewer

Water

Gas

Elec.

Tel.

Fence

Bldg.

Pole

Hydrant

Manhole

Catch Basin

Inlet

Meter

Valve

Sign

Mail Box

Bench Mark

Control Point

Property Line

Center Line

Right of Way

Edge of Pavement

Curb

Sidewalk

Contour

Index Contour

Intermediate Contour

Depression Contour

Supplementary Contour

Form Line

Hachures

Spot Elevation

Boundary

Section Line

Quarter Section Line

Township Line

Range Line

Meander Line

Tract Line

Lot Line

Block Line

Subdivision Line

Survey Line

Easement

Road

Trail

Railroad

Power Line

Telephone Line

Fence

Building

OSS ISLAND
AND & GRAVEL CO.

6

Parking Area

M.H. F.L. 107.8

TOP 116.83 F.L. 114.2

Bldg.

Conveyor

Bldg.

Bunkers

W. Vlv.

Customer Parking

L.P.

F.L. 115.2

TOP 120.44 F.L. 117.2

Office

Tram Term.

Conc. Wall

Bldg. Pole

Bldg. R/W

L.P.

TOP 130.74 F.L. 112.2

TOP 130.82 F.L. M/A

F.L. 116.4

Ho.

Gar.

S. E. BOISE ST.

S 88° 12' 45" E 322 ± 03.8 P.T.

1" 526 ± 37 8th 0 ± 87.

1" 523 ± 75.70 Boise 0 ± 19.66

N673500

E1447000

City Monument
(Brass Screw in Mon. Box)
N 673 634.09
E 1,447,169.33

Center of 3 Triangulation Points
N 673 688.13
E 1,447,027.86

Top 1434 Ft. 120 ±

Top 1434 Ft. 123 ±

Guy Pole

N 81° 32' 15" W

4" Line ?

4" S.E.

HO

OH

OH

OH

Bldg. No. 3

S25

8

5

2" Line 3

8" 5236 ± 37.65 P.O.T.

8" 01 87.72 P.O.T.

SUBDIVISION

BENEDICTINE HEIG

Block	Lot	Owner
1	1	State of Oregon
1	2	"
1	3.8	Bernard A. Frack
1	4	State of Oregon
1	5	Walter H. Muirhead
1	10	Thomas Kidder, et ux
1	1.2	Rodney Rosencrantz
1	3	Joyce Compton
2	4 Part 5	"
2	5	Joyce Glazebrook
2	Part 4	"
2	Part 4	"
2	Part 6	"
2	6 Part 5	Joyce Compton

S 22 E 628.8 FT.

L. 521+19 04 PT.

N 16° 14' 25" W

S 57° E

S 08° 12' 45" E 5.E. CORA ST.

320. SP
S: 1.25
S: 0.24

L. 517+99 04 P.C.S.

9th Ave.

- 518+03.8 - PCS

3000

448000

Office

Tram Term.

Conc. Wall

Conc. Walk

Top 120 M
F.L. 117.2

Top 120 M
F.L. 112.2

Top 120 M
F.L. N/A
F.L. 116.2

Top 120.3
F.L. 116.2

Ho.

Ho.

Ho.

Ho.

Ho.

Ho.

Ho.

Ho.

Oak.

Oak.

1" = 526 + 37.65
Elm Of 87.72

Elm

Elm

Elm

5

E 1447000

2" 526+37.65 P.O.T. =
8th 0+87.72 P.O.T.

Bldg. Brick

Bldg. R/W

L.P.

City Monument
(Brass screw in Mon. Box)
N 673,634.03
E 1,447,169.33

Top 125.61
F.L. 120.1

Guy Pole

Top 126.98
F.L. 123.2

Center of Triangulation Pt.
N 673,668.13
E 1,447,027.86

2" Line

N 21° 52' 15" W

S.E. 8th AVE.

N 18° 01'

Top 125.45
F.L. 123.2

2" 527+63.20 P.O.T. =
Center 0+19.64 P.O.T.

HO.

Gar.

F.L. 117.2

Top 124.52
F.L. 115.2

4"

S 18° 15" E - S.E. CENTER ST.

December 21, 1966

SYNOPSIS OF COMPTON CORRESPONDENCE
ROSS ISLAND BRIDGE - S.E. REEDWAY SECTION
McLOUGHLIN BOULEVARD (PACIFIC HWY)
MULTNOMAH COUNTY

1. Dec. 11, 1962: Letter from Compton to Cooper:

   Objects to channelization plan for Ross Island Sand and Gravel and will go to court to fight it.

2. Jan. 10, 1963: Letter from Cooper (Edwards) to Compton:

   Informed Compton of meeting on proposed channelization.

3. Jan. 21, 1963: Letter from Compton to Edwards:

   Objects to channelization and will go to court to fight it.

4. Jan. 28, 1963: Letter from Cooper (Edwards) to Compton:

   Proposed channelization is at standstill. If further meetings, Compton will be notified.

5. Feb. 9, 1966: Letter from Mrs. Compton to Cooper:

   Wants to be contacted about our proposed six laning of McLoughlin.

6. Feb. 14, 1966: Letter from Wolfe to Mrs. Compton:

   Department will investigate matter and let her know.

7. Mar. 3, 1966: Letter from Cooper (Klaboe) to Mrs. Compton:

   Division office will contact her.

8. Dec. 14, 1966: Letter from Compton to Jackson:

   Complains of mistreatment, false maps, et cetera. Objects to no ramp from Union to Marquam Bridge. Reiterates objection to channelization for Sand and Gravel Company.

4576

Portland, Oregon

REFERRED TO DEC 19 56
BY DEPUTY STATE HIGHWAY ENGINEER
DRAFT PLEASE

14 December 1955.

Mr. Glenn L. Jackson,
Chairman
Oregon State Highway Commission
Salem, Oregon

Gentlemen:

I would like to bring to your attention a matter that I think is definitely wrong and that is the Highway Commission's handling of the widening of Mcloughlin Boulevard in the City of Portland. I realize that on most projects of this type that some people become upset for one reason or another, but a lot of this dissatisfaction can be eliminated by proper handling of the situation, and this has not been done in any way connected with this project. For your information, in relation to this project, my wife and I acquired through years of self sacrafice, the block of property facing Mcloughlin Boulevard between Boise and Center Streets with the sole intent to some day build a large motel upon this site. With the property obtained, I then proceeded to acquire plans and estimates needed in furthering this project. To attempt to obtain financing for this $1,500,000.00 (104 unit motel plus restaurant, bar, four (4) banquet rooms and full basement of parking) project, I was required to write a prospectus of the project. This book alone has been valued at $25,000.00 by the Small Business Administration of the U. S. Government. To get information and statistics for this prospectus, I in turn had to go to the State Highway Offices in Milwaukie, Portland and Salem. In most instances, I was treated very well after explaining what I wanted this information for. In the meantime I discovered in my information search, two different things that the Highway Commission was either doing or not doing that was damaging to my project. One, was the lack of an exit off the east end of the Marquam Bridge back into 99E going South. This I complained for with no avail; finally being told that they can't put exits into every cowpath in the city and on my enlightening them that this happened to be the busiest highway in the State of Oregon, I was then informed that this was the reason for this omission, and that they did not want to increase the traffic any more.

Second, was when I discovered that the Highway Commission had made a deal with Ross Island Sand and Gravel Company to put in a divider and turn lane for them in front of my property, eliminating access from the south bound land and all parking in my block. When I informed the Highway Commission at the hearing for this project that I would sue to stop this, I was informed to go ahead, as they were being sued every day and it didn't bother them one bit. To this, I informed them that it might not bother them but seeing that Ross Island Sand and Gravel Company was paying part of the costs it made them a party to the law suit so the project was dropped.

Then came the announcement that McLoughlin Boulevard would be widened to six lanes. This was a tremendous blow after having sacraficed and worked hard for several years on my project. I was approached by the Oregon Highway Commission Engineers and told that this was a rush program; that money was available for the project and that they would like to survey through my property because this was the side that they had to widen on and further informed me that they would be acquiring the property within three to four months with July, 1966 as the latest. This same line of deceit was announced in the papers. I gave them permission to survey with the instructions not to bother my tenants. The survey party in turn informed my tenants that they had better find a new place to live because they were taking the houses and property right away. This created a panic with one tenant moving immediately while I attempted to calm the others.

In April I left to race my car in the Indianapolis 500 Mile Race, returning in July. I then made inquiries from the Portland Office of the Highway Commission on what was developing and was informed that the project was being set aside for a year or two, excepting for the overpasses.

Recently I discovered that one of our power companies had been given a set of plans so they could move their power lines accordingly. I examined these plans and found them completely different from those I had been shown. The Highway Commission had informed me that they were taking just a small strip of my frontage. After examining these plans I went back to the Portland Office

and requested a set of plans but was told these were not available to the public. After asking them about what the power companies were doing with the plans, I was informed that this was for them to make their plans for the future. Of course I am only an illiterate taxpayer that is not suppose to make any plans for the future. I was then shown a set of plans like the set I had originally been shown. Upon my insistence that these were not the true plans, they then produced a later set showing that they were taking all but fifteen (15) feet of my property on the south end. They then denied to me that they were taking that much property for an underpass for Ross Island Sand & Gravel Company. Upon my further insistance and pointing out the facts of the plans and upon the accusation that I had heard that they were putting in such a underpass they finally admitted that they weren't at that office but the Salem Office of the Highway Commission was working on such a plan.

You might say this is a fair and responsible way to operate but to myself and the many people who are aware of this situation, it smells of political connivery, deceit and cals, and I will be willing to bet that when this ends up in the court room that a jury of citizens will agree, and that I as a citizen and a property owner have a right to the honest truth of this or any other project contemplated by the Oregon State Highway Commission. In all fairness to the citizens damaged by such projects, the Highway Commission should have a definite plan and then proceed with utmost speed and sincerity after announcing such projects. This way, those affected by such projects can make future plans without years of worry and indecision. As it is, we must sacrafice more in worry, taxes, interest and mortgage payments and many other facets while the civil servant that supposedly represent us play games at our expense.

Very truly yours,

Richard N. Compton

Richard N. Compton
4018 S. E. 8th Avenue
Portland, Oregon 97202

cc: Governor-elect Tom McCall
Forrest Cooper, Oregon State Highway Comm.

RECEIVED
DEC 16 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 14 1966
SP*6470-734

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
March 10, 1966

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
State Highway Building
Salem, Oregon 97310

SUBJECT: Ross Island Bridge-Roadway
Street Section
Pacific Highway East
Prefix: 26-1428

RECEIVED

This has reference to your letter of March 3, 1966 to Mrs. Joyce Compton, 4018 S. E. 8th Avenue, containing the statement that she would be contacted by someone from the Division Office.

Mr. Stovall and I both made attempts to contact her, both in person and by phone. Tuesday night I called her from home and made an appointment to meet her husband Wednesday afternoon. Mr. Stovall and I met Mr. R. N. Compton at 4018 S. E. 8th Avenue at 3:00 p.m. Wednesday. (This is the block between Center and Boise Streets).

Mr. Compton showed us a set of motel plans and a rather voluminous prospectus and said he had been acquiring property for the development over a period of years. He claims to own the entire block frontage on S. E. 8th Avenue-McLoughlin Boulevard and three 50-foot lots on S. E. 9th. He claims our proposed taking would render his plan useless. The latest revision date shown on these plans was 1962 and they are evidently the same ones shown A. E. Johnson early in 1963.

We explained to Mr. Compton that our survey had just begun and the taking line we showed him must be considered tentative. With the partial viaduct south of the Ross Island Bridge and the Ross Island Sand and Gravel Company tramway terminal directly opposite him, there was little prospect of widening on the opposite side.

Mr. Compton owns a racing car and says he and his wife will be following the racing circuit all summer, starting in April. His brother resides in the adjacent house to the north.

A. E. Johnson
Metropolitan Engineer

By A. V. Benedict

A. V. Benedict
Assistant Metropolitan Engineer

NOTED
F. B. KLABOE

AVB:sh cc F. D. Morgan M. W. Stovall

FORM E-180

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
5821 N.E. Glisan Street
Portland 97213

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

March 3, 1966

McLoughlin Boulevard
Multnomah County
Informational Letter

Dear Occupant:

We wish to take this opportunity to advise you that the State Highway Department, through its Metropolitan Division and Resident Engineer, has been requested to make a location survey for McLoughlin Boulevard. The actual route, limits of construction, and future right of way needs have not been determined or scheduled for construction pending completion of the final approved survey.

Due to the general urban characteristics of the vicinity, our field survey crews will be required to make actual field ties to many buildings and land improvements. These ties will be used to place the improvements on our location maps in order that all of these improvements may be considered in the final design. It is our prime interest to design an adequate highway with a minimum amount of property damage which will better serve the traveling public.

This mapping survey work will, by necessity, require that our survey crew work on your property. The survey crews have been instructed to be particularly careful of all improvements, including shrubs, flowers, and other landscaping.

The following listed engineer has been assigned to this survey and will be glad to answer any questions you may have concerning this preliminary survey work: M. W. Stovall, Resident Engineer, 5821 N. E. Glisan Street, Portland, Oregon. Phone 235-8911, Ext. 63.

Very truly yours,

A. E. Johnson
Metropolitan Engineer

By Edward L. Hardt
Edward L. Hardt
Assistant Metropolitan Engineer

MWS:sh

2541

Portland, Oregon

FEB 14 66

9 February 1966.

Oregon State Highway Commission,
Salem, Oregon.

Attention: Mr. Forrest Cooper, Engineer.

Gentlemen:

It has been brought to my attention that your department is proposing to widen McLoughlin Boulevard and since I am the owner of property located in the 4000-4100 Block on S. E. McLoughlin Boulevard, I would like to know what the plans are and other details involved in the widening of this highway in front of my property.

Also, I have spent three years in developing this particular piece of property for a large motel with all facilities and have expended considerable sums of monies in obtaining this property, formulating plans, brochures and other items necessary to put a motel together.

I would appreciate your department contacting me concerning this proposed widening of McLoughlin Boulevard.

Respectfully yours,

Mrs. Joyce Compton
4018 S. E. 8th Avenue
Portland, Oregon 97202

JC:me

FORM E-20 SOM 7-64 SP*8128-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
September 23, 1965

To:

Mr. L. W. Rulien
Division Engineer
B U I L D I N G

SUBJECT: Complaint
Mrs. Richard Compton
4018 S. E. 8th Avenue
Portland, Oregon

We have visited the Compton residence and surrounding vicinity several times beginning about June 21, 1965 and followed various visits as indicated by the attached correspondence. As indicated by Mr. Gano, a Seismograph investigation indicated no abnormal vibration. About September 1st, a slab in this vicinity showed some displacement and has been mud jacked and an epoxy patch applied.

There are some rather noisey manholes in the vicinity, one of which, has been worked on by the city.

I will continue to watch this area and make whatever repairs which may become apparent.

D. H. Haller, Jr.
District Maintenance Supt.

DHHJ:mb
cc

FORM E-20 DOM 2-65 SP*6470-724

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
September 22, 1965

To: Mr. D. W. Rublen
District Engineer
O F F I C E

SUBJECT: Traffic Vibration Measurements
Compton Residences
4006 & 4018 S.E. McLoughlin Blvd.
Portland, Oregon

Attention: D. H. Haller, Jr.

Vibrations were measured at the subject residences following complaints made to Don Haller, District Maintenance Superintendent, concerning alleged structural damage caused by traffic vibrations from McLoughlin Boulevard. Measurements were made on 6-30-65 at 9:30 to 9:50 A.M., 7-1-65 at 8:45 A.M. and on 7-6-65 at 10:15 A.M. and 2:15 P.M. A three-component Sprengnether seismograph was used for the vibration measurements. Records were made inside the houses and from the sidewalks in front of the houses. The vibration records are on file at the Division I Soils and Geology office. Results of the measurements are as follows:

1. The traffic vibrations recorded were of very low intensity when compared to the generally accepted safe velocity limit for ground vibrations around structures. A maximum velocity of 2 inches per second (or an Energy Ratio of 1) is used regularly where vibration control is enforced for the protection of structures. Maximum velocities computed from the vibration records made at 4006 and 4018 S. E. McLoughlin did not exceed 5% of the safe limit.

2. Records were also made of vibrations in the residences caused by persons walking on the floor. The intensity of these vibrations were equal to and in some cases stronger than those caused by traffic.

It is not felt that the intensities of traffic vibrations at 4006 and 4018 S. E. McLoughlin are significantly different from those common to many other Portland-Metropolitan areas having similar traffic conditions. Vibration records could be taken in other portions of the city to verify this.

Dan Gano
Geologist

DG:lh

cc: F. D. Morgan
G. E. Rohde
D. H. Haller, Jr.

RK

FORM E-30 BOM 7-64 SP 8229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
June 24, 1965

SUBJECT: Mr. & Mrs. Compton
Complaint

To:

Mr. Don Haller, DMS

Milwaukie

As to your instructions: I contacted the City of Portland Sewer Department in regard to the manhole directly in front of 4018 S. E. Mc Loughlin Blvd.

Mr. Bryant of the City Sewer Department contacted myself and Russell Hawkins at the above address at about 10:00 A.M. this date. I explained to Mr. Perinne the complaint we had from Mrs. Compton, who resides at 4018 S. E. Mc Loughlin Blvd. and owns houses on either side of this address.

Mr. Bryant said he could see nothing wrong with the riding surface of the paved highway in front of -- or adjacent to the above address. He also stated he could not feel any vibration of the highway or the area surrounding it. I asked Mr. Perinne if he could give us any information as to whether the sewer from the house in question connected directly into the manhole above-mentioned. This he said he would see what he could find. Mr. Perinne said they would try to stop the manhole from making noise when traffic ran over it.

Mr. and Mrs. Compton came out of their residence and wanted to know when we would be able to stop the vibration. I explained to Mr. Compton that as yet we had not been able to detect any vibration but was still trying to find an answer.

Mr. Compton invited me into their residence and showed me a nail or two that was showing through the paint on the plasterboard. This he said was caused by the highway vibration.

Russell Hawkins was a witness to most of the conversation but did not enter the house.

Respectfully submitted,

JCM:mb
cc
file

Alan Moore

P.S. Mr. Perrine called at 4:00 P.M. and said his crew had repaired the manhole and if we had any more complaints about the manhole he would have the ring and lid replaced with a new one.

FORM E-20X—50M—6-58—19046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon

June 21, 1965

SUBJECT:

Complaint
Mrs. Richard Compton
4013 S. E. 8th Avenue
Portland, Oregon

To:

Mr. D. H. Haller, Jr.
District Maintenance Supt.
O F F I C E

I called at 4013 S. E. 8th Avenue— Mrs. Compton's address, and found no one at home.

I called at 4023 and the people living at this address said they didn't know of any walls cracking. They said I would have to talk to Mrs. Compton. After visiting with these people at this address— and not being able to detect any shaking of house, I called at 4006 S. E. 8th Avenue. The woman who answered the door said she was Mrs. Compton, but not Mrs. Richard Compton. Mrs. Compton asked me in and said her husband was just getting up. We visited over a cup of coffee about an hour. Mrs. Compton said the house shakes more at night than in the day time. We watched the traffic for about one hour and they could not show me nor I could not detect any vibration in the house. Mrs. Compton showed me a china closet full of small figurines made by glass blowers, some of these were tipped over and out of place.

Mr. and Mrs. Compton suggest that I call Mrs. Compton, the Complainant which I did, and the Complainant said she would have her husband call shortly after 8:00 A.M. and maybe he could explain what was wrong. She said he called her at work the other morning and said while he was shaving the house shook several times.

I walked over the entire section, where complainant is complaining about, and found nothing. Please forgive.

/S/ J. Claude Moore

P.S. I told the complainant that we would be happy to meet with Mr. Compton if he could show us what was wrong.

Portland, Oregon
June 16, 1965

Mr. D. M. Keller
District M Maintenance Superintendent
B U I L D I N G

Complaint
Mrs. Richard Compton
[illegible] S.E. 6th Ave.
Portland

Attached is a copy of a self-explanatory letter from Mrs. Compton, who is complaining of excessive vibration allegedly caused by loose sections of pavement on Holgate Boulevard. Please investigate, take such action as appears indicated, and advise.

L. W. Inslee
Division Engineer

LWI/lh
Enc.

9-10-65

Portland, Oregon

15 June 1965.

Oregon State Highway Commission,
9200 S. E. McLoughlin Boulevard,
Milwaukie, Oregon.

Gentlemen:

The City of Portland has advised us to contact you concerning loose sections of highway in front of the 4000-4100 block of S. E. McLoughlin Boulevard. Everytime a heavy vehicle hits or goes over one of these loose sections, the houses shake and the plaster board on the walls cracking. There are several cracks in the walls in the house which we own at 4006 S. E. 8th Avenue and particularly in the house which we reside at 4018 S. E. 8th Avenue. We are also suffering damage to walls in the house at 4028 S. E. McLoughlin Boulevard.

We feel under the circumstances that something should be done immediately concerning these loose sections and if not, we will have to look for compensation for damages suffered as a result thereof.

Respectfully yours,

Mrs. Richard Compton
4018 S. E. 8th Avenue
Portland 2, Oregon.

JC:me

DIVISION NO. 1
RECEIVED
JUN 16 1965
NOTED
O.E. A.O.E. O.E. T.C.

RECEIVED
JAN 29 1963
FOR FILING

January 28, 1963

Mr. R. E. Compton
4018 S. E. Eighth Avenue
Portland 2, Oregon

Dear Mr. Compton:

I have your further letter of January 21 regarding the proposed channelization development on McLoughlin Boulevard. Pursuant to the hearing, of which you were notified, it now appears that negotiations with the Rose Island Sand and Gravel Company are at a stalemate pending receipt of a counter proposal from them. We will keep you advised in order that you may attend future meetings concerning this subject.

I would like to clarify one point referred to in your letter concerning the controlling of parking within the city limits. This is established by law; ORS 483.350 states in part: "...the municipal authorities of incorporated cities and towns shall have exclusive authority to regulate, control, or prohibit the parking of motor vehicles upon the right of way of any state highway within the corporate limits of an incorporated city or town, and upon any city street selected and designated as the route of a state highway..."

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:jw

bc Forrest Cooper
R. L. Porter
I. A. DeFrance (enc.)
F. B. Crandall (enc.)
A. E. Johnson (enc.)

Portland, Oregon.

21 January 1963.

State of Oregon
State Highway Department,
Salem 10, Oregon.

Attention: Mr. Tom Edwards, Assistant State Highway Engineer.

Gentlemen:

I wish to thank you for your letter of January 10th in regards to the hearing which was held on that date concerning the channelization of traffic for Ross Island Sand and Gravel Company on McLoughlin Boulevard. I also want to thank you for having your Mr. Johnson call me the evening of January 9th to notify me that there would be a hearing at 10:00 A. M. the following morning relative to this matter. This, was of course, plenty of time for me to obtain counsel and to prepare a defense if possible, for my rights. As it was, I was forced to appear at said hearing without counsel. Of course, this was a hearing to the fact that said channelization was going to be this way, regardless to whatever argument and facts were brought out.

In this letter, I am again going to point out the fallacy of this plan and also if it is carried out, we will be forced to resort to the Courts of the State of Oregon, not only for a restraining order, but also for all damages which we will suffer.

In your letter you point out this situation is a responsibility of the City of Portland, not the Highway Commission. Since when did the Highway Commission relinquish rights to the State Highways to the cities it passes through?

At this said hearing it was claimed that this project was being carried out to eliminate accidents on this particular section of highway. I will again point out to you the fallacy of this statement using the plans which you have prepared. The reason Ross Island Sand and Gravel Company asked that access to and from their plant be made safer was the fact that due to a City Ordinance when a vehicle pulls out into McLoughlin Boulevard traffic causing oncoming traffic to use their brakes, then they become responsible for any accidents which occurs. Due to the increase in insurance rates and the arrest of one of their employees for this reason, they requested something be done about this situation. As I pointed out in my previous letter and at the hearing that the channelization plans would not in any way correct this situation or the number of accidents that occur on this stretch of highway. As further pointed out, both in the letter and at the hearing, over Ninety (90) per cent of the accidents occurring on this stretch of highway, occur in the southbound traffic lanes. This is due to a too high posted speed on this downhill stretch of highway. When this fact was brought out at the hearing, your engineer said it

NOTED
TOM EDWARDS

was impossible to lower natural speeds by posting a lower rate. In other words, this is an admission of State and City authorities that they are incapable of enforcing law and order. The only way that the amount of accidents can be lowered and access for Ross Island Sand and Gravel Company can be made safer on this stretch of highway is to lower the speed and to install a signal light at the intersection. This plan of moving the traffic lanes over against the east curb and eliminating all parking in that block and also in making a private driveway down the middle of McLoughlin Boulevard and also in the extension of Eighth Street is for the personal benefit of Ross Island Sand and Gravel Company at the expense and loss of other taxpayers, is a typical dictator type of government function without due regard of other peoples' rights and property.

Respectfully yours,

R. N. Compton

R. N. Compton
4018 S. E. 8th Avenue,
Portland 2, Oregon.

RNC:jc

RECEIVED
JAN 24 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 24 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 18 1963
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
January 14, 1963

To: Mr. Tom Edwards
Asst. State Highway Engineer
Salem, Oregon

SUBJECT: Assignment TE-979
Access to Ross Island Sand & Gravel Co.
McLoughlin Blvd.-Portland
Highway 99E

979

On January 10, 1963 a meeting was held in the City of Portland Traffic Engineer's office with representatives of the City Traffic Department, State Highway, and the Ross Island Sand & Gravel Company attending. Mr. Robert Conklin, Division Traffic Engineer, attended for Division I, and I submit a copy of his report on this meeting. Mr. R. N. Compton, a property owner who recently submitted a letter of protest, was also in attendance. At this meeting the channelization plan which was worked out jointly by the City of Portland and the Highway Department was submitted to the Ross Island Sand & Gravel Company. They were informed, as Mr. Conklin indicates, that the Highway Department was opposed to signalization at this location and that since this channelization was for the benefit of their company we would expect them to finance the channelization. As indicated by Mr. Conklin, no agreement was arrived at, since they still feel that they should have a traffic signal actuated by their equipment. They also feel, Mr. Conklin advises me, that the Highway Department and/or City of Portland should finance a portion of this project.

As indicated by Mr. Conklin, Mr. Compton was in attendance but continued to oppose the proposed channelization, apparently based on the elimination of curb parking on S. E. McLoughlin Boulevard. Apparently Mr. Compton and the Ross Island Sand & Gravel Company are conducting somewhat of a feud, since Mr. Compton indicated to me that he had been after the Ross Island Sand & Gravel Company to refinish their bunkers and other structures with suitable siding which would be more attractive to the neighborhood. He indicated that the Sand & Gravel Company is most uncooperative towards his efforts, and continues to object to any channelization at this point even though he has no substantial evidence of constructing the major development mentioned in his letter.

As mentioned in Mr. Conklin's letter, negotiations with the Ross Island Sand & Gravel Company are now at a stalemate, and it is expected that in the near future we will receive from them the counter proposal; and, if so, a further report will be submitted to you.

AEJ/lh
Enc.
cc: D. D. Rohrbough
Robert D. Conklin

A. E. Johnson
Division Engineer

RECEIVED
JAN 15 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

Copy to Engineer
1-15-63

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
January 10, 1963

SUBJECT: Meeting Concerning Traffic Problems
at Ross Island Sand & Gravel Co.
US99E—Hwy. No. 1E—M.P. 2.00

To: Mr. A. E. Johnson
Division Engineer
O F F I C E

On January 10, 1963 I attended a meeting concerning traffic problems at the Ross Island Sand & Gravel Company on McLoughlin Boulevard in Portland. Attending this meeting were Mr. Dick Spear, representing the City of Portland; Mr. R. N. Compton, an interested property owner; and Mr. Mearhead and Mr. Gallaway, representing Ross Island Sand & Gravel Company. The previously submitted channelization plan which was prepared by this office was discussed. Mr. Gallaway and Mr. Mearhead were informed that the Highway Department was opposed to signalization and also felt that they could not participate financially in this improvement. Mr. Gallaway and Mr. Mearhead do not feel that the proposed channelization would adequately solve their traffic problems without a traffic signal. In my opinion, this whole matter is now more or less a stalemate.

Mr. Compton, owner of the property between Boise and Center Streets on the east side of McLoughlin Boulevard, is opposed to the proposed channelization due primarily to the fact it would eliminate curb parking on S. E. McLoughlin Boulevard. Mr. Compton contemplates development of a 100-unit motel, restaurant and bar on this property. Mr. Compton was the type of person who is very difficult to reason with, and his exact objections to the proposed channelization were difficult to understand. Mr. Compton is unhappy with the Highway Department, the City of Portland, and also Ross Island Sand & Gravel Company. Mr. Compton again threatened a law-suit if the proposed channelization is constructed. Mr. Compton seemed unimpressed when it was explained to him that a left turn refuge at Center Street could be constructed if conditions warranted, even with the Ross Island Sand & Gravel Company's channelization.

Robert D. Conklin

Robert D. Conklin
Division Traffic Engineer

RDC/lh

Copy to Gresham
1-15-63

RECEIVED
JAN 18 1963
FOR FILING

January 10, 1963

919

Mr. R. M. Compton
4018 S. E. Eighth Avenue
Portland 2, Oregon

Dear Mr. Compton:

Acknowledgment is made of your letter of December 11, concerning the traffic conditions at the Ross Island Sand and Gravel Company on McLoughlin Boulevard.

As explained to you verbally, the proposed channelization was the result of a request to the City of Portland and the Highway Department by the Ross Island Sand and Gravel Company in order that access to their plant be made more safe.

The control of parking or its elimination from streets within the city limits of Portland is a function, a right, and the responsibility of the City and not of the Highway Commission. I most sincerely hope that you will be able to attend the meeting which has been set up at the City Hall to discuss this matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Kinzie
Assistant State Highway Engineer

TK:jw

bc Forrest Cooper
R. L. Porter
I. A. DeFrance (enc.)
F. B. Crandall (enc.)
A. E. Johnson

FORM E-30 (OM 6-61 30681

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon

December 21, 1962

SUBJECT: Assignment TE-979
Access to Ross Island Sand & Gravel Company
McLoughlin Blvd.-Portland
Highway 99E
Letter of Complaint from R. N. Compton

To: Mr. Tom Edwards
Asst. State Highway Engineer
Salem, Oregon

Reference is made to a letter from Mr. R. N. Compton of 401 S. E. 8th Avenue, Portland 2, Oregon, complaining of a proposed channelization at the Ross Island Sand & Gravel Company on McLoughlin Boulevard.

You will recall that several weeks ago I advised you verbally that the Ross Island Sand & Gravel Company had approached this office and the office of the Portland City Traffic Engineer for a meeting regarding improvement of their access to their sand and gravel plant on McLoughlin Boulevard. The Ross Island Sand & Gravel Company is in the process of remodeling their plant installation and requested that we consider a left turn hide-out for trucks entering and leaving their plant, as well as the installation of a traffic light. They proposed that this traffic light be actuated by their truck dispatcher or by signal pads installed at their approaches.

A meeting was held at the City Traffic Engineer's office, and we requested the Ross Island Sand & Gravel Company to furnish us with a proposed flow diagram of their vehicles and advised them that we did not believe that a traffic signal was warranted and would only tend to increase accidents.

During our subsequent conversation you indicated that you agreed with the plans that no traffic light should be installed and that we should negotiate on a basis of Ross Island Sand & Gravel Company's paying for the cost of the channelization.

Since that time, Mr. Robert D. Conklin, Division Traffic Engineer, has worked with the City of Portland, and attached are two prints of a proposed channelization of the subject location. As noted in the enclosed copy of Mr. Conklin's report, copies of this plan have been given to the Ross Island Sand & Gravel Company for review, and they have been advised that we would expect them to pay for the cost of this installation. Indicated on the plan for the channelization is our estimate of cost of the proposed improvement, which does not include curbing or striping. Actual access permit will be issued by the City of Portland, and the curbing required will be covered by this permit. It is proposed that the State Highway Department would do the necessary striping.

It is requested that approval be given on the enclosed plans on the basis of negotiation with the Ross Island Sand & Gravel Company as outlined above.

Apparently Mr. R. N. Compton was in the office while the enclosed plan was being drawn up, and this prompted his letter of December 11 objecting to the proposed channelization. As Mr. Conklin points out, if an extensive development were made by Mr. Compton between Boise Street and Center Street, a left turn refuge could be developed for Center Street; and by utilizing both Boise Street and Center Street for additional accesses it is difficult to see where Mr. Compton would be damaged. The question of a left turn refuge for Center Street, however, should be left for a decision at such time as Mr. Compton shows actual need for it and actual proof of the extensive development he implies.

Mr. Conklin attempted to contact Mr. Compton but was not able to do so, and it is our understanding that he is contemplating a motel installation. It is difficult to understand how Mr. Compton would be dependent on the limited parking along McLoughlin Boulevard for such an installation. Mr. Conklin's report indicates that the City of Portland would seek to eliminate this parking if it developed in any appreciable amount, regardless of the proposed channelization, and it is recommended that Mr. Compton be so advised.

A. E. Johnson
Division Engineer

AEJ/lh
Enc.

cc: E. S. Hunter
Robert D. Conklin
D. D. Rohrbough

RECEIVED
DEC 2 1952
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-20X—50M—6-62 48900

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
December 18, 1962

To:
Mr. A. E. Johnson
Division Engineer
O F F I C E

SUBJECT: Proposed Channelization
Ross Island Sand & Gravel Co.
McLoughlin Blvd.-Portland
US99E--Hwy. No. 1E--M.P. 2.00
Edw-979

Attached you will find two prints of the proposed channelization for Ross Island Sand & Gravel Company at their McLoughlin Boulevard plant. This plan was prepared with the cooperation of the City of Portland Traffic Bureau. Basically, the plan calls for an interior acceleration lane for vehicles coming from Ross Island Sand & Gravel northbound onto McLoughlin Boulevard. A copy of this plan has been given to a representative of Ross Island Sand & Gravel Company for review, and they are to contact the Highway Department in the near future to discuss this matter further. As was mentioned by Mr. Edwards, I informed the Ross Island Sand & Gravel representative that the Highway Department probably could not participate financially in this improvement, and the installation of a traffic signal which they desired would not be advisable.

In a letter dated December 11, 1962, Mr. R. N. Compton objected to the proposed channelization for Ross Island Sand & Gravel Company. Mr. Compton owns the property on the east side of McLoughlin Boulevard between Boise and Center Streets. Mr. Compton's primary objection apparently is the required parking prohibition on McLoughlin Boulevard which would be necessary to provide for the proposed channelization.

Mr. Compton stated that access to his property would practically be an impossibility with traffic moving adjacent to the curb. I cannot agree with this idea, and businesses in the vicinity of Holgate Boulevard which would be under similar conditions verify that access would be entirely practical. As can be seen from the attached map, it will also be noted that Mr. Compton's property diverges away from McLoughlin Boulevard for about two-thirds of the block between Boise and Center Street, and consequently in that area shifting the northbound lanes over should not have any effect on him. I have discussed the matter of parking on McLoughlin Boulevard with Portland city officials, and they assured me that they would eliminate parking on McLoughlin Boulevard if any appreciable amount of parking develops regardless of whether or not this proposed channelization for Ross Island Sand & Gravel is developed.

At the present time, the left turn movement from McLoughlin Boulevard to Center Street (and also adjacent streets) is prohibited. Mr. Compton talks

about constructing a left turn refuge at Center Street similar to the one at Holgate Boulevard (the Holgate Boulevard left turn refuge was constructed by eliminating parking on both sides of McLoughlin Boulevard, which Mr. Compton objected to in the first paragraph of his letter). At the present time there is very little demand for a left turn from McLoughlin to Center Street, and it would be very hazardous under existing conditions and should consequently continue to be prohibited. If, however, an extensive development in this area, such as Mr. Compton contemplates, creates a demand for a left turn movement, I feel a left turn refuge at Center Street could be constructed with very minor changes in the proposed channelization for Ross Island Sand & Gravel. Undoubtedly Mr. Compton should be required to pay for any left turn refuge at Center Street if his business demands such an installation, the same as any other private enterprise.

To sum it up, I feel that the required parking prohibition for the Ross Island Sand & Gravel channelization would not be detrimental to Mr. Compton's property, and also the channelization is compatible with future left turn refuge construction at Center Street if it is required. I see absolutely no basis for any court action which Mr. Compton threatens.

Robert D. Conklin

Robert D. Conklin
Division Traffic Engineer

RDC/lh
Enc.

cc: F. B. Crandall
D. D. Rohrbough

RECEIVED
JAN 3 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 14 1962
FOR FILING

December 11, 1962.

Oregon State Highway Commission,
Salem, Oregon.

Attention: Mr. Cooper.

Gentlemen:

It has come to our attention that the Oregon State Highway Department is contemplating action to correct a dangerous condition of trucks pulling out upon McLoughlin Boulevard from the Ross Island Sand & Gravel Company. One of the proposed plans, which drawings we have seen, calls for a double barricade type center line for these trucks to pull into after leaving Ross Island Sand & Gravel property and crossing the two southbound lanes. To gain room for this center barricade lane, the northbound traffic lanes would be moved over to the parking strip along the east side of McLoughlin Boulevard. This would eliminate all parking in the block between Center and Boise Streets and making access for this block of property practically an impossibility.

The reason we are very much interested in this proposed action is that we have spent several years gaining control of this complete block between Boise and Center Streets and have in the past year spent considerable time and money attempting to put together a large project for the use of this property. Plans have already been completed and negotiations have been started upon the financing of this project which upon completion will have an expenditure of approximately One and a half million ($1,500,000.00) Dollars.

Since I have lived on this block for several years, I have had a good opportunity to study this traffic and the traffic problems it presents. After studying your proposed plan, I do know that it will not eliminate five per cent (5%) of the accidents that occur on this stretch of highway. The main cause of accidents is that McLoughlin Boulevard southbound traffic gains too much speed going down hill after passing the rise just south of the Ross Island Bridge. Drivers knowing that radar enforcement never park along this stretch because there is no place to hide, pay no attention to the forty mile an hour speed limit until they approach the Holgate turnoff. If a radar record was made of traffic speed on McLoughlin Boulevard at Center Street and at Holgate Boulevard for southbound traffic, you would find that Center Street traffic will be at least ten miles an hour faster. If traffic was posted at 35 miles an hour and a turnoff similar to Holgate Boulevard was made, say at Center Street, you would find that there would be less rear-end collisions caused by trucks pulling out into the south-

bound traffic lanes. Not only would this help to cut down accidents on this stretch of highway, but it would also lower traffic volume by allowing people who want to go into the section of Portland just south of Powell Boulevard to turn off of McLoughlin Boulevard without going to Holgate Boulevard. As it presently is set up, it forces many people to go up to two miles of extra travel. Their only other alternative, if they don't use McLoughlin Boulevard is to turn off Union Avenue before getting to the Union Avenue Viaduck and taking their chance of not getting stuck for as high as forty-five minutes by a train and then attempting to get across Powell Boulevard and its heavy traffic coming off of Ross Island Bridge. The accidents on Powell Boulevard are accountable to this poor condition of traffic control on McLoughlin Boulevard.

Going back to this double barricade center lane type of plan to correct this traffic problem on McLoughlin Boulevard, I would be very glad to discuss and point out what I have studied and learned from living right on this stretch of highway with any member or employee of the Oregon State Highway Department.

We would appreciate notification before action of any final decision which would affect our property.

Further, if the Oregon State Highway Department follows out this program of moving the traffic lanes into the parking area in front of our property for the benefit of Ross Island Sand & Gravel Company, it will not only harm our project to the extent of stopping it with a tremendous loss to us in time and money, but also a loss to the City of Portland and the State of Oregon of an investment of $1,500,000.00 which would pay in property taxes alone, approximately $25,000.00 per year and employ approximately seventy people. If this plan by the Oregon State Highway Department is carried out, we will be forced to go to the courts, not only to attempt to stop it, but also for all damages which should arise from said plan.

Respectfully yours,

R. N. Compton
4018 S. E. 8th Avenue
Portland 2, Oregon

RECEIVED
MAR 5 - 1969

FOR FILE
11-16x(24)
.7463

LRW PDP 25 1112 - 2-26-69

D H MOEHRING
COPY TO R L PORTER AND G E ROHDE

RE FILE 42569 - COMPTON ROSS ISLAND BRIDGE - SE REEDWAY SECTION

BECAUSE THIS GRANTOR HAS BEEN A CONSTANT SOURCE OF AN NOYANCE THIS OFFICE ON 2-9-69 WAS REQUESTED TO AXX MAKE ONE MORE PERSONAL CONTACT AND IF NO OPTION AGREEMENT REACHED AN R/C TO BE SUBMITTED AT ONCE SO A FILING COULD BE MADE. THE UNDERSIGNED AND THE R/W AGENT MADE THE CALL ON 2-10-69 AND SUBMITTED THE R/C ON 2-11-69. YOUR 2-21-69 R/W STATUS REPORT INDICATES THAT ON 2-17-69 THE FILE WAS SENT TO LEGAL FOR RESOLUTION. ARMAND RIVENESS VIA PHONE TODAY INFORMS THATNO ACTION WILL BE TAKEN UNTIL 3-11-69 COMMISSION MEETING. THE GRANTOR WAS ASSURED WE WOULD TAKE IMMEDIATE ACTION. ONCE BEFORE THE UNDERSIGNED WAS PUBXX PUBLICLY LABELED A LIAR BY THIS GRANTOR BECAUSE OF LACK OF FOLLOWTHROUGH BY SALEM HEADWUARTERS. WILL HISTORY REPEARXX REPEAT ITSELF. WHY START A CRASH ACTION ONLY TO LET IT DIE OF OLD AGE. WOULD APPRECIATE KNOWING WHY NO FILING HAS YET BEEN MADE ON OUR R/C.

J J SMITH
JJ

3/4.

NOTED
R L PORTER

RECEIVED
APR 16 1970
FOR FILING

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

U-168(24)

7463

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: April 13, 1970

In reply refer to: 08-35.7

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Mocking

SUBJECT: Oregon Project U-168(23)
Ross Island Bridge - SE Reedway Section
File 43174 - Russell Waddle (Taco Restaurant)

Assistant Right of Way Engineer Oakes' letter of April 8 supplied information concerning Federal-aid Preaudit Ineligibility Notification 35-70-PIN-8. A legal opinion is required to support the approach to value used by the review appraiser which was in the amount of $125,000. ORS 366.330 does not appear to provide a satisfactory answer unless the State Highway Commission enters into a written agreement with the property owner for the purpose of acquiring adjoining real property to move and re-establish thereon buildings or other structures which are presently on the real property being acquired for right of way purposes. The basis of the review appraisal is that this action was being taken by the property owner's father and not the State Highway Commission. If there is an agreement between the State Highway Commission and the property owner, in accordance with ORS 366.330, please advise and we will reconsider our position. If this is not the case we will require a written legal opinion from the State's Chief Council as to whether or not the approach used by the review appraiser is in accordance with State law and that the approach to value represents just compensation under State law.

Orig Mocking 4-16-70

The data submitted by Fee Appraiser Rodwick adequately answers items 1 and 2 of the Ineligibility Notification and Federal funds will now participate in Mr. Rodwick's appraisal fee of $900.

Appuriser Draper indicates that he was in the contracting business and presents an unsupported estimate of $15,000 to remodel the building. Please request Mr. Draper to provide a breakdown of quantities and cost. When such support is received the review appraiser should resolve the wide difference between the Rodwick and Draper figures.

Attached is a revised Ineligibility Notification.

Enclosure

RECEIVED
APR 16 70
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM PR-1367
(7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FEDERAL-AID PRE-AUDIT INELIGIBILITY NOTIFICATION
NO. 35-70-PIN-20 (REVISED)

STATE	COUNTY
Oregon	Multnomah
F. A. PROJECT NO.	STATE CONTROL SECTION OR PROJECT NO.
U-168(23)	Ross Island - Reedway

TO: Mr. Forrest Cooper, State Highway Engineer
Oregon State Highway Division
Salem, Oregon

1. OSHD (V E Skoog)
2. OSHD (M R Mitchell)
3. OSHD (D H Moehring)
4. OSHD (C E Smith)
5. Accounts
6. Project File
7. PIN File

ITEMS IDENTIFIED BELOW [X] OR ON ATTACHED SHEET [ ] HAVE BEEN DETERMINED TO BE INELIGIBLE OR REQUIRE ADDITIONAL SUPPORT PRIOR TO FEDERAL-AID REIMBURSEMENT FOR THE REASONS STATED:

File 43174 - Russell Waddle (Taco Restaurant)

1. To convert the remainder building to office space Mr. Rodwick includes a supported cost of $40,510. Mr. Draper's unsupported estimate is $15,000. Please have Mr. Draper provide support as well as an explanation of the extent of conversion. The wide difference needs explanation.

2. A legal opinion is required concerning the approach to value used by the review appraiser. The review indicates the owner's father has title to a lot adjoining the subject remainder and also is purchasing the next adjoining lot on contract. The review assumes a zoning change could be secured for these properties and that the properties could be purchased and developed for restaurant parking to replace the lost parking. A legal opinion is required as to whether or not the approach is in accordance with State law and that the approach to value represents just compensation under State law.

INELIGIBLE $ (IF APPLICABLE) 125,000 & Draper's fee of $1000

THE ABOVE ITEMS (AS AMPLIFIED IN THE COVERING LETTER)* SHOULD NOT BE CLAIMED UNTIL CORRECTIVE ACTION HAS BEEN TAKEN AND SUPPORTING OR QUALIFYING DATA PLACED IN THE STATE'S FILE. IF THE STATE HAS ALREADY BEEN REIMBURSED, A CREDIT SHALL BE ENTERED ON THE NEXT CONSOLIDATED OR CURRENT BILLING SUBMISSION.

EXCEPTIONS DESCRIBED ON NOTIFICATION NO. _____ NOW ELIGIBLE.
REFERENCE:

REMARKS:

Refer to 35-70-PIN-8 for additional information.

SIGNATURE	TITLE	DATE
L. R. Backlund	Administrative Manager	April 13, 1970

*STRIKEOVER IF NOT APPLICABLE

GPO 937-262

RECEIVED
APR 13 1970
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

LL-168 (24)
7463

April 8, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon 97310

NOTED
R. L PORTER

SUBJECT: 35-70-PIN-8
File 43174-Waddle
Ross Island Bridge-
S. E. Reedway
Pacific Highway East
Multnomah County
Fed. Proj. No. U-168(23)

Dear Mr. Simpson:

Reference is made to your memorandum referred to above.

The answers to your questions in Paragraphs 1, 2 and 3 are in the Right of Way file and copies are attached.

Question 4 concerning the legality of the approach used by the review appraiser has been discussed with our attorneys. It was their opinion that the review as written conforms with the existing law. The section of law referred to is 366.330 on Page 27, Oregon Highway Laws, compiled in 1967. A copy is attached hereto.

This file should now be placed in line for full participation.

Very truly yours,

D. H. MOEHRING
Right of Way Engineer

John R. Oakes
Ass't. Right of Way Engineer

JRO:CES:BJB
Encs. 3
cc: R. L. Porter
F. B. Klaboe
L. H. Young
V. E. Skoog
L. I. Lindas
M. R. Mitchell

RECEIVED
APR 10 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 13 1970
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

April 9, 1970

U-168(34)
7463

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon 97310

NOTED
R. L. PORTER

SUBJECT: File 43192-Dairy Coop. Ass'n.
Ross Island Bridge-S.E. Reedway
Pacific Highway East
Multnomah County
Fed. Proj. No. U-168(23)
35-70-PIN-16

Dear Mr. Simpson:

In accordance with your request in memorandum dated March 27, 1970, we have instructed Appraiser Draper to make a before and after appraisal of the vacant block owned by Dairy Cooperative Association and which is used by them as a parking lot.

Inasmuch as Mr. Draper's before and after appraisal produces the same results as is now shown on our appraisal review, no purpose can be served by writing an additional review. A copy of the appraisal is attached.

There is an additional fee of $75.00 for the before and after appraisal. Please place on a participating basis the $8,800.00 declared ineligible in your memorandum and the $75.00 additional fee for the before and after appraisal.

Very truly yours,

D. H. MOEHRING
Right of Way Engineer

John R. Oakes
Ass't. Right of Way Engineer

JRO-CES:BJB
Enc.
cc: R. L. Porter
F. B. Klaboe
L. H. Young
V. E. Skoog
L. I. Lindas
M. R. Mitchell

RECEIVED
APR 10 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 2 - 1970
FOR FILING

Const
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Rec E

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: March 27, 1970

In reply refer to: 08-35.7

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project U-168(23)
Ross Island Bridge - Southeast Reedway Section
File 43192, Dairy Cooperative Association

Mr. Chatwood's letter of March 24, 1970 explains why a before and after appraisal was not prepared on this partial acquisition of 2,199 square feet which included damages in the amount of $3,600. We agree that it was not practical to appraise the entire property which is an industrial complex. The proper procedure should have been to appraise, on a before and after basis, the full city block of vacant unimproved land.

Paragraph 4e(1)(f) of PPM 80-3 requires use of the before and after method of valuation in partial acquisitions except where it is obvious there are no damages or benefits to the residue land or improvement. An abbreviated appraisal of a partial taking may be made when there are no benefits or damages to the remaining property other than minor replacement or reestablishment items measurable by the "cost to cure" such as reconnections or minor replacement of walks, steps, drives, fencings, etc. Point 9 of the State's 35-Point policy and procedure statement, dated January 18, 1968, outlines the procedure to follow when there is some question concerning use of the before and after appraisal.

Orig to K Snedeker 3-31-70

The settlement of $8,800 will be placed in a nonparticipating status until the State can support the damages with a before and after appraisal. The before and after appraisal should be limited to the vacant city block shown as Block K of Kerns Addition on the right of way plans.

It is suggested that district supervisors be advised of the requirements for before and after appraisals.

NOTED
F.B. KLABOE

RECEIVED
MAR 31 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 10 1970
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

LL-168 (24)
7463

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

April 7, 1970

Mr. John C. Carlson
Appraiser
7814 S. W. 11th Street
Portland, Oregon 97219

Re: Alder Creek-Wildwood Section
Mt. Hood Highway - Clackamas County
Ross Island Bridge-Reedway Section
Pacific Highway East - Multnomah County

Dear Mr. Carlson:

I hasten to respond to your telephonic request relative to securing a right of way strip map of the Alder Creek-Wildwood Section of the Mt. Hood Highway and a set of construction plans for that highway section, as well as construction plans for the Ross Island Bridge-Reedway Section of the Pacific Highway East.

Construction plans may be secured by writing or calling Floyd Query, Secretary to the Highway Commission, State Highway Building, Salem, Oregon 97310. Each set of plans cost $5.00.

The right of way strip map for the Alder Creek-Wildwood Section may be secured by directing your request to the Right of Way Division, State Highway Building, Salem, Oregon 97310. I have no idea of the cost, since that depends upon the length of the road sections involved.

I am sure there will be no difficulty in obtaining the construction plans and map, but should there be, might I suggest you direct any further correspondence to the Highway Engineer.

Yours very truly,

NOTED
R. L. PORTER

L. I. LINDAS
Assistant Attorney General
and Counsel

LIL:ks
cc: R. L. Porter
D. H. Moehring

RECEIVED
APR 13 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Porter

RECEIVED
MAR 26 1970
OREGON STATE
HIGHWAY DEPARTMENT

11-168 (24)

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

7463

March 24, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, NE
Salem, Oregon 97301

File 43192-Mayflower Farms
Ross Island Bridge - S.E.
Reedway Section
Pacific Highway East
Multnomah County

Attention Mr. C. J. Mathias

NOTED
R. L. PORTER

Dear Mr. Simpson:

On March 12 you inquired about the "Before and After" appraisal on Mayflower Farms, file 43192. Unless I hear from you to the contrary, I will assume that Mr. John Scott's explanation of why a "Before and After" was not made is satisfactory.

Mr. Scott has been informed that hereafter the file should be documented by the Appraisal Supervisor regarding instructions for appraisers to proceed on a "Taking Only" basis on files such as this which have considerable severance damages.

Very truly yours,

D. H. Moehring
Right of Way Engineer

ORIGINAL SIGNED
K. A. CHATWOOD
K. A. CHATWOOD
Administrative R/W Agent

RECEIVED
MAR 25 1970
OFFICE OF
STATE HIGHWAY ENGINEER

KAC:JH

Attachment

cc R. L. Porter
F. B. Klaboe
L. H. Young
D. J. Barbee
V. E. Skoog
John K. Scott
M. R. Mitchell

RECEIVED
MAR 30 1970
FOR FILING

11-168 (24)
7463

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

5821 N. E. Glisan Street
March 23, 1970

SUBJECT: Ross Island Bridge-S. E.
Reedway Street Section
Pacific Highway East
Multnomah County

To: D. H. Moehring
Right of Way Engineer
115 State Highway Building
Salem, Oregon 97310

NOTED
D. H. MOEHRING

I have been feeling increased concern as to the possibility of having this section ready for contract anywhere near the scheduled date of June 4, 1970. It is quite evident that the June 4 date is out of the question.

My concern now becomes one of the possibility of meeting a contract date in July or perhaps even August. This week we received firm engineering official approval of change of design and to proceed with reappraisal of File No. 43173 - Reinke. This property has been improved with a new building and the taking now involves change of access to this property. We have also been asked to make new estimates for vehicular access control between approximately Engineer Stations 552+50 to 554+50 easterly. I am also informed of possible revisions between engineering Station 520+00 to 534+00 easterly.

Needless to say, under the law, any occupied property on which we do not have closed transactions will require 90 days from date of acceptance for possession. Hence my concern for a contract letting in July or August. Again, it is not my intent to evaluate the causes of this condition which are beyond my control but I do feel it is our responsibility to bring reality before anyone who might be expecting the impossible.

J. K. SCOTT
District Right of Way
Supervisor

JKS/jj
cc: A. E. Johnson

NOTED
R. L. PORTER

Copy to Barbee 3/26/70

RECEIVED
MAR 26 19..
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 4 - 1970
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(1-168 (24)
7463

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

February 26, 1970

Southern Pacific Transportation Company
324 Union Station
Portland, Oregon 97209

ATTENTION: Mr. E. A. Kendrew

Re: R/W File 43140
Ross Island Bridge-S. E. Reedway
Street Section
Pacific Highway East
Multnomah County
YOUR FILE: 323-3
O-O-69-18

Gentlemen:

In line with previous correspondence and discussions we have reviewed the above captioned file and have developed a plan to accommodate your parking area between Highway Stations 473 and 476. The typical cross section for this construction is shown on the sheet of typical sections dated February 25, 1970, two (2) prints of which are enclosed herewith.

You will also note on our Right of Way Map, Drawing No. 9B-4-19, two (2) prints of which are enclosed herewith, that we have revised the taking to include three parcels.

Parcel 1 consists of the property lying between McLoughlin Blvd. and the Portland Traction Company right of way between Highway Stations 500 and 505. We intend to acquire fee title from you for this property. We need only the portion as described on the Real Estate Option Form enclosed herewith dated January 7, 1970 but if you desire us to take title to the remainder of your property in this area, we will accept it.

Parcel 2 includes a permanent easement for slopes across your property between Highway Stations 475 and 479 and will allow you almost complete use of this area after completion of this construction.

Parcel 3 includes a construction permit allowing us to reconstruct your parking area in line with the typical section discussed above.

Appraisals for this property have been completed and we are prepared to offer you $4450 for the total land included in File 43140.

If this is acceptable, please prepare the appropriate document for our execution.

Very truly yours,

F. D. Morgan
Construction Engineer

By: SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

cc: Southern Pacific - San Francisco
TWL:ss
Enclosure

cc: F. B. Klaboe
D. J. Barbee
D. H. Moehring
A. E. Johnson
J. K. Scott
Jack Hesla

RECEIVED
FEB 26 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 4 1970
FOR FILING
11-268(24)
7463

February 4, 1970

Executive Department
Federal Aid Coordination Unit
Room 5 State Capitol
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 01-270-02, attached in quintuplicate are the completed Notices of Intent to apply for federal assistance for five federal-aid highway projects as follows:

Federal-Aid Primary:

Columbia Co. Line-Burlington Section
Lower Columbia River Highway

Wilson River Jct.-N. Plains Section
Sunset Highway

Burnt Woods-Blodgett Section
Corvallis-Newport Highway

Federal-Aid Urban:

Ross Island Bridge-S.E. Reedway Section
Pacific Highway East

Federal-Aid Secondary:

Hot Lake Overcrossing Section
La Grande-Baker Highway

The estimated date of filing for federal funds on these projects varies from mid-March to mid-June, 1970. In order that these dates and the subsequent dates of contract letting may be met, your prompt attention to these proposals will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attachments

cc: R. E. Simpson, BPR
F. B. Klaboe
D. J. Barbee
R. L. Schroeder
B. L. Gifford

RWE:la

ATTACHMENT B

NOTICE OF INTENT

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

FROM: Applicant Agency State Highway Division Salem (Address)

Contact Person L. H. Young 2761 (Phone)

1. Project Location

Administrative District 2 City Portland

County Multnomah Special District(s) (if applicable) ....

Other affected jurisdictions/agencies City of Portland, CRAG, Multnomah Co.

---

2. Federal Program

Common Program Name Federal-Aid Urban

Authorizing Legislation Title 23, U.S.C., Highways (Public Law No. and Title)

Fed. Admin. Agency: Dept. Department of Transportation

Agency Bureau of Public Roads

3. Estimated Project Cost

Federal Share	☐ Loan ☒ Grant $1,701,000	Source of State Agency Share (if any)	
Local Applicant Share	- -	General Fund	- -
*State Agency Share	999,000	Other Funds (specify)	
Other (specify)	- -		
TOTAL	$2,700,000	*Total State Agency Share	999,000

*Indicates totals should be equal.

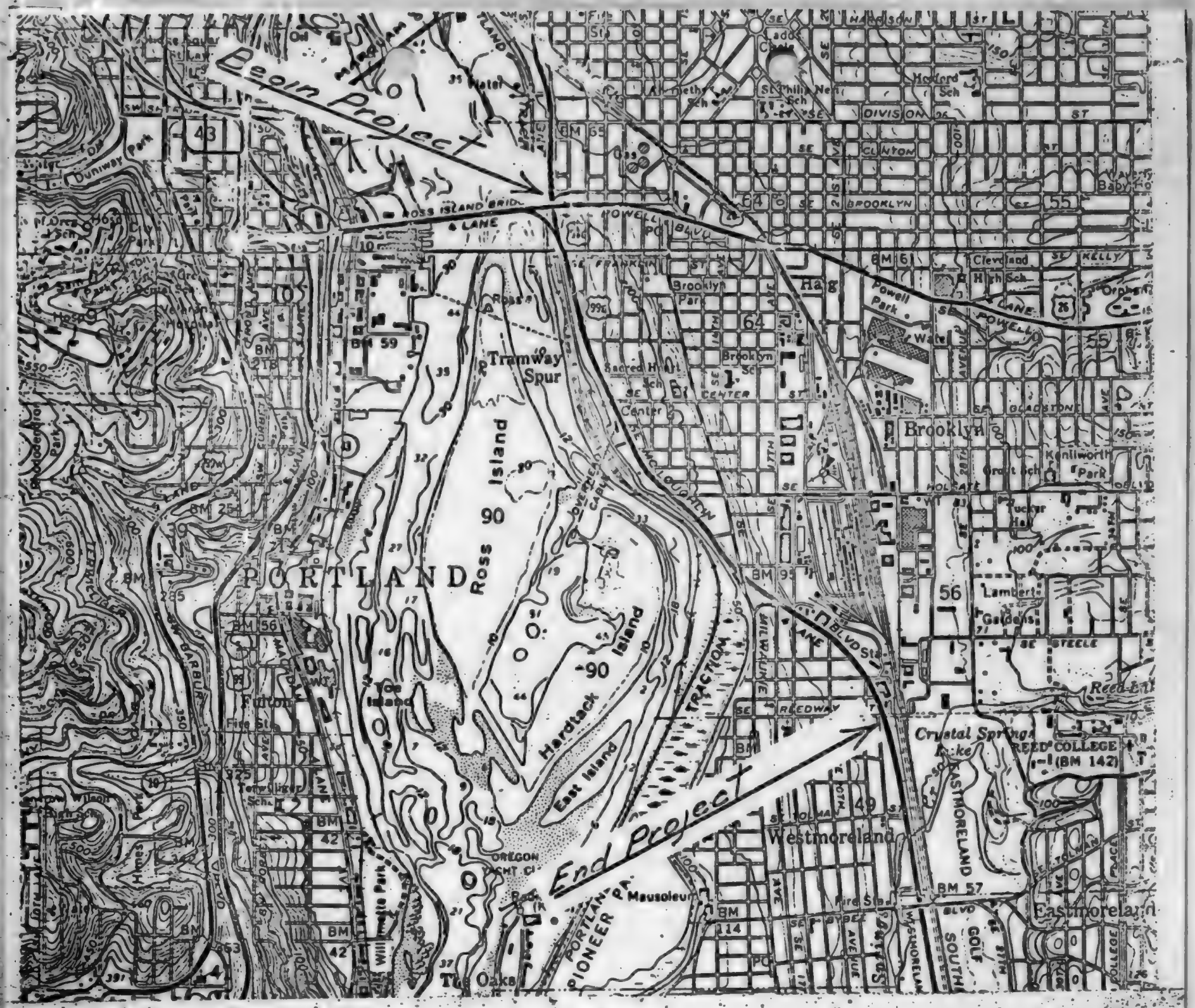
---

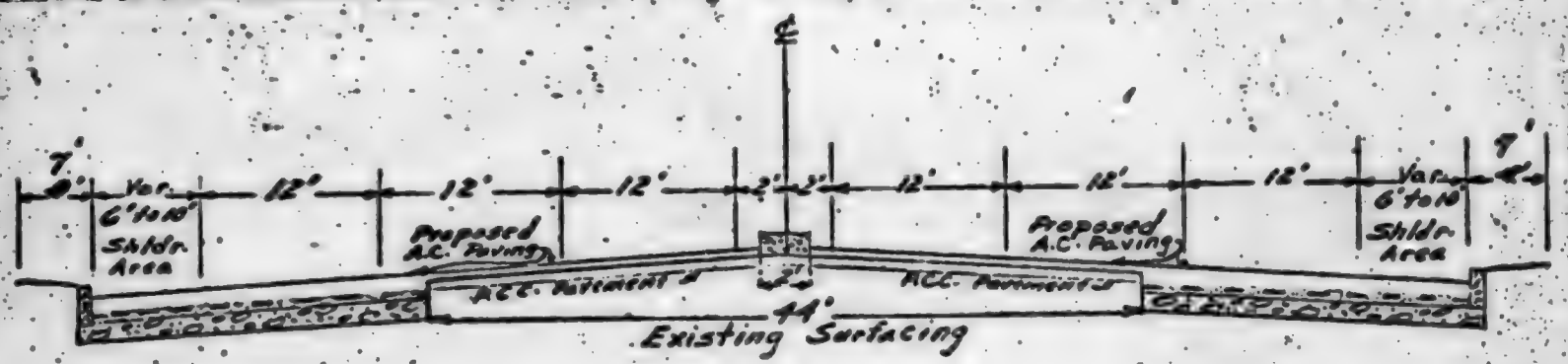
4. Estimated Application Filing Date mid-April 1970

---

5. Project Description (Please use back of page, attaching supplemental sheets if necessary.)

Ross Island Bridge-S.E. Reedway Section, Pacific Highway East.
Project to consist of preliminary engineering, right-of-way acquisition, grading, paving, signing and incidental work to expand the existing four-lane facility to six lanes.





Prospectus Map

Ross Island Br. - Reedway Section

Pacific Hwy. East

Multnomah County

1966

ATTACHMENT B

NOTICE OF INTENT

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

FROM: Applicant Agency State Highway Division Salem (Address)

Contact Person L. H. Young 2761 (Phone)

1. Project Location

Administrative District 2 City Portland

County Multnomah Special District(s) (if applicable) ____

Other affected jurisdictions/agencies City of Portland, CRAG, Multnomah Co.

2. Federal Program

Common Program Name Federal-Aid Urban

Authorizing Legislation Title 23, U.S.C., Highways (Public Law No. and Title)

Fed. Admin. Agency: Dept. Department of Transportation

Agency Bureau of Public Roads

3. Estimated Project Cost

Federal Share ☐ Loan ☒ Grant	$1,701,000	Source of State Agency Share (if any)	
Local Applicant Share	- -	General Fund	- -
*State Agency Share	999,000	Other Funds (specify)	
Other (specify)	- -		
TOTAL	$2,700,000	*Total State Agency Share	999,000

*Indicates totals should be equal.

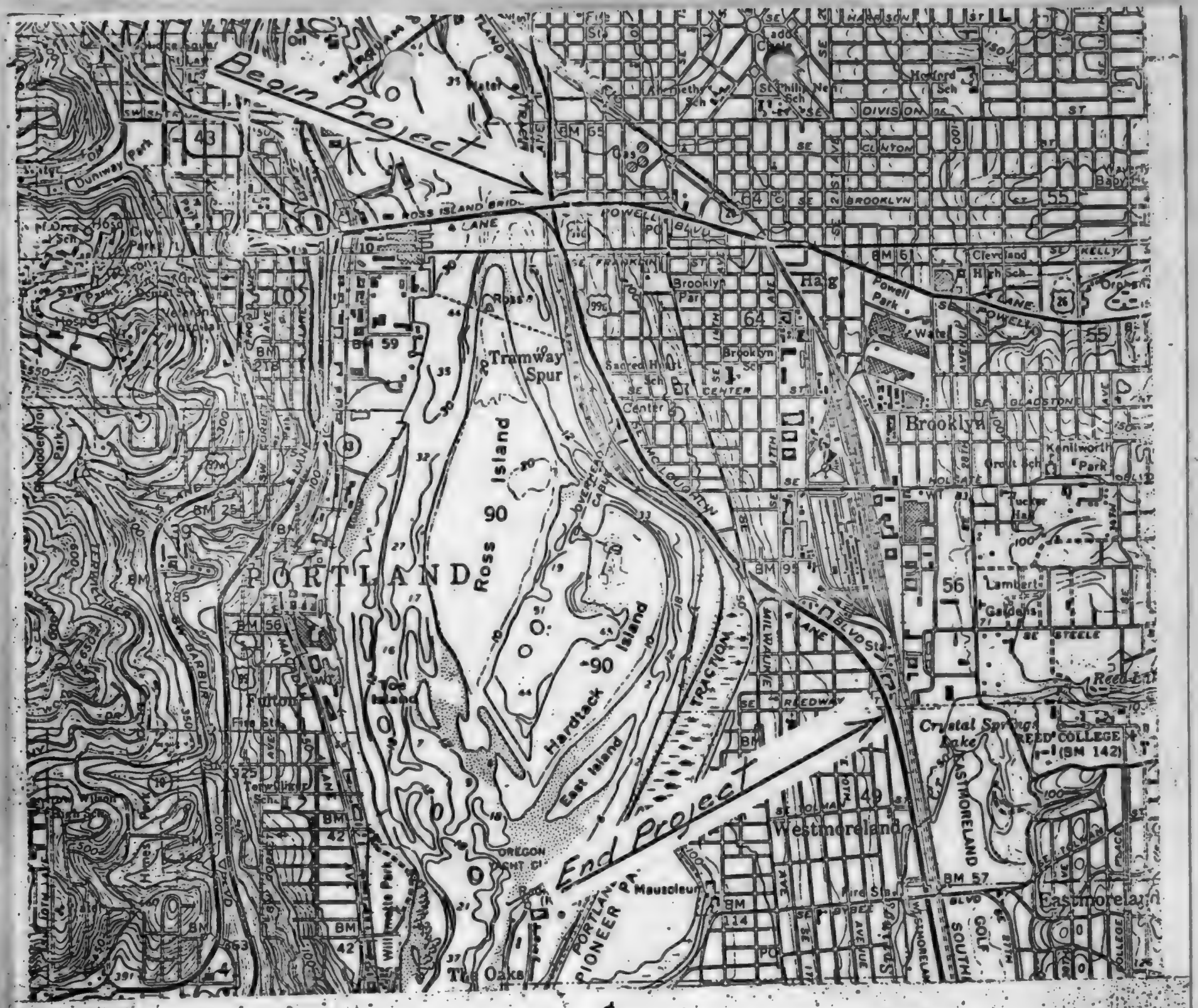
4. Estimated Application Filing Date mid-April 1970

5. Project Description (Please use back of page, attaching supplemental sheets if necessary.)

Ross Island Bridge-S.E. Reedway Section, Pacific Highway East.
Project to consist of preliminary engineering, right-of-way acquisition, grading, paving, signing and incidental work to expand the existing four-lane facility to six lanes.

Length of Project	1.80 miles
Estimated ADT	Existing = 35,000 Projected = 60,000
Standards	Class A (6) Highway (Highway Technical Bulletin No. 19)
Typical Section	Six 12-foot travel lanes separated by a 4-foot median and 10-foot shoulders on each side. Existing sidewalks will be replaced where needed.
Overcrossings	Grade separations at Powell Boulevard and Milwaukie Ave. have been completed under a previous contract.

See attached map for geographic location.



Prospectus Map

Ross Island Br. - Reedway Section

Pacific Hwy. East

Multnomah County

1966

RECEIVED
JAN 28 1970
FILE NO. 162(24)
7463

1-19-70

Ross Island Br. - Reedway

File 43165 - American Oil Co. Sta. 512+50

11-18-69 John Scott requested Division Office investigation of smaller taking to reduce damages.
12-16-69 Division Office (versteeg) requested reduced taking.
12-17-69 Olson concurred and gave to Floyd Scott.
12-22-69 Versteeg requested "hold" on revision pending further study.
12-31-69 Versteeg said to proceed with Revision.
1-7-70 Revised description to R/W Division.

File 43140 - Southern Pacific Transportation Co. Sta. 475+00

10-9-69 R.R. advised Litchfield that they did not wish to convey fee title to State.
10-28-69 Wills requested X-sections thru S.P. property from Division Office re possibility of disposing of excess material.
10-31-69 Proposed plans along Highway received from Versteeg.
11-28-69 Received X-sections per 10-28-69 request.
1-7-69 Received information from Final Design to revise File.
1-14-69 Revised description to R/W Division.
1-16-69 Revised option to John Scott per R/W Division.

File 43154 - Caufield (Ramco) Sta. 491+00

10' sidewalk requested by City ? !

File 43186 - Mohler Sta. 550+00

1-14-70 Received report from Division recommending slope plan over former wall plan which now takes house. Needs Design Engineer's approval.
1-19-70 Recd approval to revise. Oates states revision will not jeopardize letting if received in a day or two.

R. B. KLABOE

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

5821 N. E. Glisan Street
January 15, 1970

RECEIVED
JAN 16 1970

To: Mr. David H. Moehring
Right of Way Engineer
115 State Highway Building
Salem, Oregon 97310

SUBJECT: Contract Letting Schedule
Ross Island Reedway -
S. E. Reedway St. Section
Pacific Highway East
Multnomah County

NOTED
D. H. MOEHRING

You may recall our telephone conversation of 1/12/70 relative to the clearing by Right of Way of this line for a contract. I stated to you that my office would clear this line for contract letting by May 1 so far as existing files and services to be rendered by this division office. I could not speak for Engineering nor our Legal Section involving files in litigation.

Developments this week cause me to write this memo. As of today, I have recieved a revision on File 43165 - American Oil Company. This involves an operating service station which will require revised appraisals, revised offers, so forth.

43165

I am also advised of upcoming Engineering revisions on Files 43140 - Southern Pacific Company and 43154 - Caufield (Aamco Transmission Service), and also, File 43186 - Mohler, a residential property in which the revision will involve the taking of a residential structure.

43140
43154
43186

I trust the point is obvious that this kind and quantity of revisions may by themselves add another 30 days to the clearing of this line. It does seem to me there must come a time when we reach a point of decreasing benefits in ratio to cost when Engineering revisions must be stopped.

JOHN K. SCOTT
DISTRICT RIGHT OF WAY
SUPERVISOR

JKS:RR

cc G. E. Rohde
A. E. Johnson
R. L. Porter
F. B Klabee

RECEIVED
JAN 19 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 6 - 1970
OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

11-168(24)
1463

December 31, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97310

RE: 43149 - Snow
Ross Island Br.-SE Reedway
Pacific Highway East
Multnomah County
Project: U-168(23)

Attention: C. J. Mathias

Dear Mr. Mathias:

Mr. L. R. Backlund's Ineligibility Notification 35-69-PIN-108 dated 11-14-69 pointed to an improper allocation of damage to Par. 2, an 815 sq. ft. construction easement (permit).

We concur that damages as allocated would not be proper, but reason that the loss of parking spaces in front of the restaurant would contribute to a decided reduction in the effective use of the overall remainder land as presently improved. Mr. Profitt was therefore requested to study the situation once again and, if damages continue to be indicated, to restate his explanation of those damages.

A copy of Mr. Profitt's reply is attached for your consideration. It should be noted that both appraisers rely largely on opinion to document the loss of value attributable to the very real and obvious reduction of effective utilization of the remaining parking area. Basic difference in opinion results from their individual analyses of the triangular area in front of the restaurant. In his original appraisal, Mr. Profitt shows that this area should more logically be devoted to additional landscaping. Difficulty of ingress and egress, coupled with necessity for room to maneuver, tend to substantiate this opinion.

NOTED
F. B. KLAUS

In view of the foregoing, Mr. Profitt's explanation of damages is considered reasonable, and we trust subject file will now be fully eligible for participation.

Yours very truly,

G. E. ROHDE
Chief Counsel

D. H. Moehring
Right of Way Engineer

DHM:MMM:DS
Attachment
cc R. L. Porter
F. B. Klaboe
L. H. Young
V. E. Skoog
G. E. Rohde
M. R. Mitchell

RECEIVED
JAN 2 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 19 1969

FOR FILING

11-168(24)

7463

FHWA-1281 (12-67)
UNITED STATES GOVERNMENT

Memorandum

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: December 15, 1969

In reply refer to: 08-35.7

SUBJECT: Oregon Project U-168(23)
Ross Island Bridge-SE. Reedway
Right of Way

Returned herewith are the approved right of way plans for the subject project. This office authorized acquisition of right of way on April 18, 1969. Federal participation is subject to the provisions of 80 Series PPMs.

It is noted that the access control line extends across the entire McLaughlin Blvd. frontage of File No. 43149, First State Bank of Oregon. Appraisals for this property indicate that access will be permitted on the east side of the restaurant building in the vicinity of Station 485+50. When, and if, this sheet of plans is revised for any other reason, you may wish to indicate this access point.

The project agreement will be forwarded for your signature at a later date.

Enclosure

12-16-69

REFERRED TO
By Asst. State Hwy. Engr.

RECEIVED
DEC 16 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 1 - 1969
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

October 28, 1969

U-168 (24)
7463

Southern Pacific Company
324 Union Station
Portland, Oregon 97209

ATTENTION: Mr. E. A. Kendrew

Re: Slope Easement
Ross Island Bridge-S.E. Roadway Sec.
Pacific Highway East
Multnomah County
YOUR FILE: 323-3
0-O-69-18

Gentlemen:

On October 9, 1969 you advised us that the Railroad did not wish to convey the parcel of property shown on our right of way map for the above captioned section along the east side of McLoughlin Boulevard from a point approximately 200 feet north of S. E. Insley Street to the south line of S. E. Harold Street.

We are submitting herewith one (1) set of cross sections through this area which shows that the maximum fill on your property will be approximately four (4) feet, a fact which you may not have known when reviewing our preliminary right of way map.

Please review these sections and advise if you would consider granting the State a slope easement on the property in question.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:ss

cc: F. B. Klaboe (w/copy of SP letter and drawing)
D. J. Barbee "
D. H. Moehring "
A. E. Johnson "
Jack Hesla "

Enclosure

cc: Southern Pacific Company - San Francisco

RECEIVED
OCT 29 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Southern Pacific Company

A. W. KILBORN
SUPERINTENDENT
E. W. BISHOP
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

251 UNION STATION, PORTLAND, OREGON 97209

October 9, 1969

IN REPLY PLEASE REFER TO

323-3
0-0-69-18

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon 97310

Routing: Morgan, Decker, Bond, Walker, Litchfield, Gallagher, Stein

RECEIVED
OCT 10 1969
CONSTRUCTION DIVISION

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Dear Sir:

Your letter of July 18, 1969, regarding Preliminary Right of Way Maps, Ross Island Bridge - S.E. Reedway Section of Pacific Highway East, Multnomah County.

Southern Pacific Company's property shown on Oregon Division Drawing A-3661 is required for railroad operating purposes; and we are not in position to convey this property to the State Highway Department.

Yours truly,

A. W. Kilborn

Copies to:

DJ Barbee
DH Moehring

10-13-69
L

OREGON DIV'N.
DRAWING A3661
SHEET NO.

FLORAL PARK
ELLIS ST.
SE 22 AVE.
SE HAROLD ST
SE INSLEY ST
US 99 EAST
SE McLOUGHLIN BLVD
767
DUPONT
Yard Office
BROOKLYN
766.9
4 Illum. Poster Panels
C. F. Stevens Co. (L.A. 11/9/60)
3 Illum. Poster Panels
National Adver. Co. (L.A. 12/1/10)

LEGEND
SouPac. prop. line
Sale of land

To S.F. — To Portland

SOUTHERN PACIFIC COMPANY
PACIFIC LINES
MAIN LINE
BROOKLYN
Sale of land to State of Oregon
Scale: 1" = 100'
23 July 1969

DRAWER

RECEIVED
OCT 2 - 1969

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Bureau of Public Roads
Box 300
Salem OR 97308

DATE: September 30, 1969

In reply refer to: 08-35.7

U-168(24)
7463

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Moehring

SUBJECT: Oregon Project U-168(23)
Ross Island Bridge - SE. Reedway
File 43144 - Holzman

Right of Way Engineer Moehring's letter of September 26, 1969 requests Federal participation in the costs of securing a third appraisal on this file due to a basic difference between the State's appraisers as to the highest and best use of the remaining property after the acquisition.

Federal funds will participate in the costs of the third appraisal.

Orig. & Moehring
10-1-69

RECEIVED
OCT 1 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Porter

RECEIVED
OCT 2 - 1969
FOR FILING
STATE OF OREGON 1859

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

SEPTEMBER 26, 1969

MR. R. E. SIMPSON
DIVISION ENGINEER
BUREAU OF PUBLIC ROADS
477 COTTAGE STREET, N. E.
SALEM, OREGON

RE: 43144 - HOLZMAN
ROSS IS. BR.-S. E. REEDWAY
PACIFIC HIGHWAY EAST
MULTNOMAH COUNTY
U-168(23)

ATTENTION: C. J. MATHIAS

NOTED
R. L. PORTER

DEAR MR. MATHIAS:

SUBJECT PROPERTY INVOLVES A FOOD MARKET REPORTEDLY HAVING GROSS ANNUAL SALES IN EXCESS OF $900,000. OUR TAKING OF 5300 SQ. FT. WILL REDUCE THE PARKING AREA AND ACCESS RESTRICTIONS WILL ALTER THE EXISTING ACCESS PATTERNS.

WE HAVE APPRAISALS BY M. O. GAINER ($35,900) AND BY R. O. PROFITT ($24,950). BASIC DIFFERENCE CONCERNS OPINION AS TO HIGHEST AND BEST USE AFTER THE TAKING. WHILE A CONTINUED COMMERCIAL USE COULD NOT BE DENIED, ADEQUACY FOR THE EXISTING FOOD MARKET IS IN DOUBT. GAINER INDICATES THE REMAINDER WILL NO LONGER BE ADEQUATE. PROFITT CONTENDS THERE WILL BE NO DAMAGE. PRELIMINARY DISCUSSIONS WITH THE APPRAISERS SHOW LITTLE HOPE OF RECONCILING THEIR DIVERGENT OPINIONS.

IN VIEW OF THE FOREGOING, WE FEEL A THIRD APPRAISAL IS NECESSARY AND HEREBY REQUEST YOUR CONCURRENCE AND PARTICIPATION.

YOURS VERY TRULY,

G. E. ROHDE
CHIEF COUNSEL

D. H. MOEHRING
RIGHT OF WAY ENGINEER

DHM:MMM:DS
cc: R. L. PORTER
F. B. KLABOE
L. H. YOUNG
V. E. SKOOG
G. E. ROHDE
M. R. MITCHELL

RECEIVED
OCT 1 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 14 1969

FO [illegible]

11-168(24)
7463

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 13, 1969

To:

Mr. Vernon Skoog
Controller
Accounting Division
B U I L D I N G

SUBJECT: Demolition Contract - Ross Island Bridge-Reedway St. Section of the Pacific East Highway, Portland, Oregon

We are attaching a bill from Heard Construction Co. for the demolition contract awarded July 28, 1969, and approved by telephone by Mr. Bruno. The wage certification is also attached. The contract has now been completed. The cost prefix for this project is 26-2539-406 P.

W. H. HASKIN
Property Manager

WHH:cr

Attachments

cc: L. F. Sheridan
Floyd Query

NOTED
FLOYD QUERY

RECEIVED
SEP 26 1969

FOR FILING
U-168(24)
7463

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
August 11, 1969

1i 2

To: Mr. Floyd Query
Secretary

BUILDING

SUBJECT: Agenda Item for August 19
Commission Meeting
Demolition Contract
Ross Island Bridge -
Reedway Street Section
Pacific Highway East
Multnomah County

AGENDA
AUG 19 1969
1i-2

Please place on the agenda of the August 19 meeting the matter of confirmation of Telephone approval received from Chairman Jackson on July 25, 1969, to award a demolition contract covering the subject section of the Pacific Highway East in Multnomah County to Heard Construction Company.

The only bid received was from Heard Construction Company in the amount of $1,275. This bid was rejected as being too high; subsequently, a bid in the amount of $800 was negotiated and accepted.

The contract calls for the removal of one building, rough grading of the area, and the cleaning up of debris.

John R. Oakes
for D. H. MOEHRING
Right of Way Engineer

[JP]
cc G. E. Rohde

NOTED
FLOYD QUERY

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

July 28, 1969

Heard Construction Co.
3969 NE 99th Ave.
Portland, Oregon 97220

Attention: Mr. Wm. Heard

DEMOLITION CONTRACT-
CLEARING OF ROSS ISLAND BRIDGE-
HAWTHORNE ST. SECTION OF THE
PACIFIC EAST HIGHWAY

Dear Sir:

We are enclosing a copy of a demolition contract which has been executed by the Highway Division.

Please contact our District Property Agent, Mr. Don Jones, 5821 NE Gliesan, Portland, Oregon 97213, Phone 235-8911, when you begin this work.

Very truly yours,

G. E. ROSSE
Chief Counsel

By

W. H. HASKIN
Property Manager

WHH/ag

Attachment

cc: A. E. Johnson - 1 copy of contract
Don Jones - 1 copy of contract
Floyd Query - 1 copy of contract

Frau Lohde is to place on agenda for Confirmation 7/6

Part 3
JSI:cr
5/22/67
E-662

PART G

CLEARING OF ROSS ISLAND BRIDGE-
REEDWAY ST. SECTION OF THE PACIFIC
EAST HIGHWAY

CONTRACT

THIS CONTRACT, made and entered into this 28th day of July, 19 69, by and between the State of Oregon, by and through its State Highway Commission, hereinafter called "State", and

Heard Construction Company,

hereinafter called the "Contractor";

W I T N E S S E T H:

1. The Contractor, in consideration of the sum to be paid by State in the manner and at the time herein provided, and in consideration of the covenants and agreements herein contained, hereby agrees to perform and complete the work herein described and provided for and to furnish all necessary machinery, tools, apparatus, equipment, supplies, materials and labor and do all things in accordance with the Instructions to Bidders, General Provisions and Special Provisions included herewith. This contract shall bind the heirs, executors, administrators, successors and assigns of the Contractor. The Instructions to Bidders, General Provisions and Special Provisions included herewith are hereby specifically referred to and by this reference made a part hereof, and shall by such reference have the same force and effect as though all of the same were fully written or inserted herein.

2. The Contractor shall faithfully complete and perform all of the obligations of this contract, and in particular shall promptly, as due, make payment of all just debts, dues, demands and obligations incurred in the performance of the contract; and shall not permit any lien or claim to be filed or prosecuted against State. It is expressly understood that this contract in all things shall be governed by the laws of the State of Oregon.

3. In consideration of the faithful performance of all the work and other obligations under the contract, State shall pay the Contractor,

Part G
JSI:cr
5/22/67

subject to the conditions provided herein _____
Eight Hundred and 00/100 DOLLARS ($800.00)
in the manner and at the time herein provided.

IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals as of the day and year first above written.

This contract was approved by the Oregon State Highway Commission on July 25, 1969, at which time the Secretary for the Commission was authorized and directed to sign said contract for and on behalf of the Commission. Said authority is set forth in Volume 54, Page _____, Minute Book of the Oregon State Highway Commission.

Floyd Query
Floyd Query, Secretary

APPROVED:
Floyd P. Shaw
Assistant State Highway Engineer

APPROVED AS TO FORM:
H E Holdredge
Chief Counsel

CONTRACTOR:
Hegard Const Co
By Debb N Thurston

Executed by the Contractor in the presence of:

_____

_____

6-30-69

PREPARE
JUL 3 1969
FOR FILING

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

PROJECT:	U-168(23)
SECTION:	Ross Island Bridge-Reedway Street
WORK :	Right of Way
COUNTY :	Multnomah

TO: Mr. Forrest Copper
State Highway Engineer
Salem, Oregon

Labor

U-168(24)

FROM: R. E. Simpson, Division Engineer
7463 Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZED
———	June 30, 1969

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW:

- ○ CONSTRUCTION - ADVERTISE FOR BIDS.
- ○ RIGHT OF WAY.
- (X) OTHER (SPECIFY).
- ○ UTILITY ADJUSTMENT.
- ○ RIGHT OF WAY INCIDENTALS AND RELOCATION PAYMENTS.

REMARKS AND LIMITS OF AUTHORITY:

Authorization to proceed with the actual acquisition of right of way for this project was granted on April 18, 1969. Pursuant to Mr. Young's June 20. 1969 request, this authorization is extended to include the building demolition by State contract effective today.

NOTED
F.B. KLABOE
7-3-69

OFFICE USE

Young

RECEIVED
JUL 2 1969
OFFICE OF
STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-30-69	for R. E. Simpson	Division Engineer

RECEIVED
JUN 23 1969
FOR FILING

U-168(24)
7463

June 20, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97301

Project No. U-168(23)
Ross Island Br.-
Reedway Street Section
Right of Way

Dear Sir:

We hereby request your authorization to proceed with the building demolition by State contract on the subject project. This work is included in the project as programmed; however in our letter of April 7, 1969 we inadvertently overlooked requesting authorization to proceed with the work.

Mr. Oakes' memo of January 22, 1969 sets forth the estimated cost of $10,000 for this demolition work. Since this work was included in the amounts programmed, which are all currently authorized in P.S. & E. status, no additional Federal funds will be obligated by your authorization to proceed with the demolition work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program & Planning Engineer

cc: J. R. Oakes
R. N. Chase
W. Haskin
M. Mitchell

CL:aw

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: April 29, 1969

In reply refer to: 08-35.7

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U-168(24)

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project U-168(23)
Ross Island Bridge - SE. Reedway Section

Assistant Right of Way Engineer John R. Oakes' letter of April 25, 1969 submitted additional information concerning your proposals for handling relocation assistance on this project. We concur with your decision that relocation assistance can be adequately rendered from your Metropolitan office on Glisan Street. Our approval is with the understanding that you will follow your procedures and provide transportation for relocatees who desire to visit the office and secure assistance.

orig to Machining
5-2-69
(BH)

RECEIVED
MAY 2 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 28 1969

OREGON STATE HIGHWAY DEPARTMENT

U-168(24)
7463

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

April 25, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97301

Proj. No. U-168(23)
Ross Island Br.-S.E.
Reedway Section
Pacific Highway East
Multnomah County

NOTED
R. L PORTER

Dear Mr. Simpson:

As an addenda to the relocation plan previously submitted, we wish to submit the following in regard to a relocation office.

The above project will be handled from our Metropolitan Office on Glisan Street. We do not believe a separate office will be necessary or desirable as the office is within a short distance of the project and will provide more information than a temporary office could reasonably store.

Very truly yours,

G. E. ROHDE
Chief Counsel

John R. Oakes
Assistant Right of Way Engineer

JRO:DH

cc R. L. Porter
F. B. Klaboe
L. H. Young
C. H. Maison
G. E. Rohde
M. R. Mitchell

RECEIVED
APR 25 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 22 1969
BU[illegible] OF PUBLIC RO[illegible]

4-18-69

FOR FILING

LETTER OF APPROVAL AND/OR AUTHORIZATION

PROJECT: [illegible]

SECTION: ROSS ISLAND BRIDGE
REEDWAY SECTION

WORK : RIGHT OF WAY

COUNTY : MULTNOMAH

TO: MR. FORREST COOPER
STATE HIGHWAY ENGINEER
SALEM, OREGON

FROM: R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

DATE PS&E APPROVED: ———

DATE AUTHORIZED: APRIL 18, 1969

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW:

- ○ CONSTRUCTION – ADVERTISE FOR BIDS.
- ⊗ RIGHT OF WAY.
- ○ OTHER (SPECIFY).
- ○ UTILITY ADJUSTMENT.
- ⊗ RIGHT OF WAY INCIDENTALS AND RELOCATION ~~XXXXXXXXXX~~ ASSISTANCE AND PAYMENTS.

REMARKS AND LIMITS OF AUTHORITY:

YOU ARE AUTHORIZED TO PROCEED WITH ACTUAL ACQUISITION OF THE RIGHT OF WAY ON THIS PROJECT EFFECTIVE TODAY AS REQUESTED BY MR. YOUNG'S APRIL 7, 1969 LETTER. YOU ARE ALSO AUTHORIZED TO PROCEED WITH RELOCATION ASSISTANCE AND PAYMENTS.

IN ORDER TO AVOID THE CREATION OF NUISANCE STRIPS ADJACENT TO THE HIGHWAY IT IS RECOMMENDED THAT CONSIDERATION BE GIVEN TO ACQUIRING LOW COST FRAGMENTARY REMAINDERS AS PART OF THE RIGHT OF WAY FOR LANDSCAPING PURPOSES. IF ACQUIRED AS FRAGMENTARY REMAINDERS, FEDERAL FUNDS COULD PARTICIPATE IN THE ACQUISITION COSTS. ACCORDINGLY, YOU SHOULD TAKE INTO CONSIDERATION YOUR LANDSCAPING PLANS, THE COST OF ACQUIRING THE REMAINDERS AND THE DESIRES OF THE PROPERTY OWNERS IN REACHING A DETERMINATION. SOME EXAMPLES OF FRAGMENTARY REMAINDERS HAVE BEEN NOTED NEAR STATIONS 502, 519, 536, 542 TO 544, 546 TO 549 AND 552.

OFFICE USE

R. E. SIMPSON

rights of young
copy to Moehring
4-21-69

RECEIVED
APR 21 1969
OFFICE OF
STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-18-69	R. E. SIMPSON	DIVISION ENGINEER

RECEIVED
APR 8 - 1969
FOR FILING

Theodore Bruno, Member
Portland

II-168(24)
7463

April 7, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Project No. U-168(23)
Ross Island Br.-Reedway St. Section
(Right of Way)

Dear Sir:

Your letter of March 12, 1969, on the subject project, withheld authorization to appraise and acquire right of way pending compliance with the urban area requirements of IM 50-2-65 and IM 21-12-67.

We are enclosing three copies of the supporting data as required by these IMs; with the exception of the agreement with the City of Portland. Copies of this agreement were previously submitted and approved by your office on February 2, 1966.

Your letter of March 10, 1969 concurred in our request for no further public hearings being necessary on this project; and we trust the submission of the enclosed data will now permit you to authorize the appraisal and acquisition of the right of way as shown on right of way map "B-4-19", which accompanied our program submission.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. N. Young
Program and Planning Engineer

CL:jb

cc: J. R. Oakes
R. W. Chase
M. Mitchell

FORM E-30 50M 7-68 22124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 1, 1969

SUBJECT: Route Documentation Material
Pacific Highway East (US99E)
Ross Island Bridge - Reedway Street Section

To:
L. H. Young
Programming and Planning Engineer
O f f i c e

Documentation data are being submitted to you for the purpose of obtaining approval of widening from four to six lanes the Pacific Highway East (US99E) between the Ross Island Bridge and Reedway Street.

Please note Item "A" in the support data which indicates that the acceptance of the local jurisdictions to this improvement is to be found on the attached enclosures. This information will be furnished your office by the County and City Division.

L. E. George
Assistant Traffic Engineer

WDA:mp
Attachments
cc: H. S. Cox (Please supply the necessary data mentioned in the last paragraph).
R. E. Royer

RECEIVED
APR 2 1969
PROGRAM & PLANNING
DIVISION

NOTED
R. N. CHASE

NOTED
R. W. ALLISON

RECEIVED
APR 3 - 1969
G

11-168(24)
7463

April 2, 1969

Mr. Homer Chandler
Executive Secretary
Columbia Region Association
of Governments
429 S. W. Fourth Avenue, Suite 500
Portland, Oregon 97204

1365

Dear Mr. Chandler:

We received your letter dated March 24 and we wish to extend our appreciation for the action taken by the Executive Committee of CRAG in the favorable response it gave in its review of the Ross Island Bridge-Roadway Street project on the Pacific Highway East.

Your cooperation will aid in programming this Federal-Aid project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe (enc.)
Victor D. Wolfe
F. B. Crandall
R. E. Boyer
R. N. Chase (enc.)
H. S. Cox (enc.)

WDA:mp ja

CRAG

COLUMBIA REGION ASSOCIATION of GOVERNMENTS
429 S. W. 4TH AVENUE • SUITE 500 • PORTLAND, OREGON 97204 • (503) 226-4331

CLACKAMAS COUNTY, OREGON
Cities in Clackamas County
CLARK COUNTY, WASHINGTON
Cities in Clark County
MULTNOMAH COUNTY, OREGON
Cities in Multnomah County
WASHINGTON COUNTY, OREGON
Cities in Washington County

March 24, 1969

Mr. Tom Edwards
Assistant Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon

Dear Mr. Edwards:

Please be informed that on March 21, 1969, the Executive Committee of the Columbia Region Association of Governments reviewed the Oregon State Highway Department's proposal for widening and improving Pacific Highway East between the Ross Island Bridge and Reedway Street. The Executive Committee found that this proposed project is in conformance with the street and highway plan being developed jointly between the Columbia Region Association of Governments and the Portland-Vancouver Metropolitan Transportation Study and is in harmony with the cities in which the improvement will be made

Therefore, the Executive Committee of CRAG urges that the Oregon State Highway Department and the Bureau of Public Roads make funds available for the early development of this project.

Sincerely yours,

Homer C. Chandler
Executive Director

HCC:jec

RECEIVED
[illegible] 1969
TRAFFIC ENGINEERING

RECEIVED
MAR 26 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 14 1969

Memorandum

U-168(24)
7463

Klaboe

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 12, 1969

In reply refer to: 08-35.7

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project U-168(23)
Ross Island Bridge - Reedway Street Section

We have reviewed the State's detailed relocation plan which is required by Paragraph 7b of IM 80-1-68. Our review indicates that the State has an adequate plan for relocating the displacees on this project. The relocation plan is approved.

Further authorizations to appraise or acquire right of way are withheld pending resolution of the following:

1. Compliance with the urban area requirements of IM 50-2-65 and IM 21-12-67.

2. Determination as to the necessity to hold a design public hearing.

3-13-69
REFERRED TO
By Asst. State Hwy. Engr.

NOTED
F. B. Klaboe

RECEIVED
MAR 13 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

U-168(24)
7463

DATE: March 10, 1969

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

In reply refer to: 08-35-EC/400.1

Copy to Hearing file

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon U-168(23)
Ross Island Bridge-Reedway St. Section
Public Hearing

We have reviewed the information included in your February 18, 1969 letter concerning the status of this project. Based on this information we concur that under the provisions of Paragraph 6d(2)(b) no further hearings are required for the subject construction project. We have also reviewed preliminary plans for this project and the design is considered satisfactory.

NOTED

3-12-69

REFERRED TO
Cy - Young - Barker
By Asst. State Hwy. Engr.

RECEIVED
MAR 11 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 19 1969
FOR

February 18, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Project U-165(22)
Rose Island Bridge-Roadway St.
Section (ROW and RA)

Dear Sir:

In response to paragraph (2) of your program approval letter dated February 4, 1969, regarding the subject project, we are enclosing a copy of the transcript of the public hearing held July 13, 1967, with a copy of the hearing map.

The enclosed documents clearly set forth the fact that the hearing adequately dealt with the design issues relating to the major design features of the project. The opening explanation of Mr. A. E. Johnson, Metropolitan Engineer for the Highway Department, describes the length of the project (1.80 miles), beginning at the Rose Island Bridge and extending southerly to approximately S. E. Roadway Street. He stated the proposed project is to consist of six 12-foot lanes with 4-foot medians and two 10-foot shoulders, the proposed alignment to follow the existing street, McLoughlin Blvd. (Pacific Highway East), except where physical obstacles are encountered the grades are to follow the existing surface as nearly as possible to make maximum use of existing construction, including grade separations. Mr. Johnson further described the streets which would, by design, necessarily be closed.

A transcript of the enclosed hearing was furnished your office under our letter of August 25, 1967.

In view of this documentation, we request a finding (under paragraph 6d (2)(b) of PPM 20-8, January 14, 1969) that the July 18, 1967 hearing adequately dealt with the design issues, and a design hearing is not required, since such information was incorporated in the original 1967 hearing. We further request your design approval of the subject project and such other right-of-way authorization.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Enclosures

cc: R. L. Porter
F. B. Kiebze
Ben Gifford
R. N. Chase

RECEIVED
FEB 25 1969
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

NOTED
R. L. PORTER

11-1(3)(24)
746.3

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

February 24, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Project U-168(23)
Ross Island Br.-S.E.
Reedway Section
Pacific Highway East
Multnomah County

Dear Mr. Simpson:

We are submitting the relocation plan provided by Mr. Kenneth Rolfe, Liaison Agent, for the above project. This report does not contain the assurances required under paragraph 7b (1), (2), and (3)(f) as these have previously been furnished by Mr. Rohde.

We would like to amend Mr. Rolfe's estimate of lead time as we notice he has not made any provision for the possibility of condemnation of improved property. This, plus the fact that it is a relatively large project and all files can not be handled at once, would increase the estimate to approximately eleven months from the date we have approval to purchase to the date we may open bids on the project.

Very truly yours,

G. E. ROHDE
Chief Counsel

John R. Oakes
Assistant Right of Way Engineer

JRO:DH
Attachment

cc R. L. Porter
F. B. Klaboe
L. H. Young
C. H. Maison
G. E. Rohde
M. R. Mitchell

RECEIVED
FEB 24 1969
OFFICE OF
STATE HIGHWAY ENGINEER

UNITED STATES GOVERNMENT

Memgrandum

BW 2-14

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
477 Cottage Street, NE
Salem, Oregon 97301

KLabre

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: February 4, 1969

In reply refer to: 08-35.EC/710.14
X-file: U-168(23)

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Federal-aid Urban Program

Mr. Young's January 24, 1969 letter submitted one item to be included in this program. This Stage 2 Right-of-Way Phase project is approved effective today:

Item	Project	Location	Work
477	U-168(23)	Ross Island Br.-Reedway St.	ROW inc RA

You are authorized to proceed with the right-of-way detailed relocation plan only.

Further authorizations must be withheld pending resolution of the following:

1) Compliance with the Urban Area requirements of IM 50-2-65 and IM 21-12-65.

2) Submittal of documentation to support a finding as to the necessity of holding a design public hearing under Paragraph 6d(2)(b) of PPM 20-8. We have to make this finding in compliance with the PPM for design approval and thereby right-of-way authorization (IM 80-1-68).

This action provides for right-of-way for 1.77 miles of Primary highway at a total estimated cost of $1,400,000 of which $880,000 is reserved as Federal-aid Urban funds.

RECEIVED
FEB 6 1969
OFFICE OF
STATE HIGHWAY ENGINEER

...D TO
E.V. Young 2-7-69
Please discuss

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 27 1969
FOR FILING

[redacted]

[redacted] Number
Portland LL-168 (24)
7463

January 24, 1969

Mr. R. H. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Dear Sir:

We are submitting program data for a primary right of way project, Item No. 477, Project No. I-168(23) which we desire to have included in the Federal Aid Primary Program.

We hereby request your authorization to proceed with the incidental work and relocation assistance for the entire project as information required in BH 30-1-65 Par. 7b can be gathered.

In support of the above request, we are submitting copies of Mr. Calvert' memo of January 22, 1969 relative to the estimated cost of the project and two copies of R/W map file 99-4489 with parcels involved outlined in red.

Information required in BH 25-10-65 and BH 30-2-65 has been requested and will be forwarded as soon as it is received.

The physical construction of this section is submitted for contracting on September 25, 1969.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program & Planning Engineer

DAR:slh

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID
(PR

CARD 2	REPORT NUMBER (16)–(20): 1	PROJECT LOCATION (45 typewriter spaces) 21–65: US 99E Jct. Mt. Hood Hwy. S. 1.8 mi.		ADT	PRESENT: 40,000	FUTURE (66)–(70): 62,000	Y					
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28–62: Right of Way	NATL. FOREST (63)–(65)	FH ROUTE NO. (66)–(69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)–(73)	PL. A (74)				
CARD 4	CLASS OF FEDERAL FUNDS: Urban	COUNTY NAME										
	NAME OF URBAN AREA 17-21: Portland	ROUTE NO. P	FEDERAL									

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43–46	STEP 53	TERMINI (Full description)	MILES (54)–(58)	ESTIMATED PROJECT COST: TOTAL ESTIMATED COST (59)–(66)	ESTIMATED PROJECT COST: FEDERAL FUNDS (67)
5					PE		US 99E Jct. Mt. Hood Hwy. S. 1.8 miles (Ross Island Br.- Reedway St. Section)			
5					ROW			1.77	1,400,000	880,000
5					CONST (CODE)					
							PROJECT TOTALS	1.77	1,400,000	880,000

CARD	CODE	
1	1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

(16) (23) (24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
		40,000	62,000	89	08	Oregon	35	032	477

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only: POST MI.	DESIG.
					U-	168 (23)			

COUNTY NAME: Multnomah — CODE: 051

ROUTE NO. P — FEDERAL-AID: 26 — STATE: 1E — U.S.: 99E

PROGRAM STAGE: [ ] 1 OR [X] 2

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
					ROW purchase incl. incidental work, reloc. assistance and demolition by contract. (Future 6-12' lanes curb section, with 4' median and 10' shoulders, signal revisions.)
1.77	1,400,000	880,000	520,000		
					ROW-120' minimum; Access control-partial Parking restrictions-complete
1.77	1,400,000	880,000	520,000		

REMARKS

Relocation Assistance - 28 families $7,000
1 business $ 500

Replacement Housing $8,750

USCOMM DUSCOMM-DC 48905-P61

Ross Island-Reedway St. Section
Project No. U-168(23)

Existing Facilities:

The existing facility consists of 44' portland cement concrete pavement with 8' paved shoulders and 4' median. There are two undercrossing structures which have been lengthened to accommodate the six lane facility, one is the Ross Island Bridge approach and the other is the undercrossing at Milwaukie Avenue.

Adjacent Sections:

North End - 48' PCC with raised 4' median.
South End - 44' PCC with raised 4' median.

Project Data:

The proposed project is for purchase of right of way to accommodate 6-12' lanes of high-type pavement with 4' median and 10' shoulders, revision of traffic signals. There will also be building demolition by State contract.

Public Hearing - Has been held.

System Action, Airport, Water Development, Railroad -
None Involved

In conformance with PPM 30-4.1 Par. 6d(1)

Pursuant to ORS 758.010, except within the boundaries of an incorporated city, any person or corporation has a right and privilege to construct, maintain and operate telegraph, telephone and power lines along the public roads, highways and streets of the state, but the State Highway Commission, as respects state highways, has the power and authority to designate the location on the right of way pursuant to rules and regulations adopted by it.

The Highway Commission has taken into consideration the information received at the public hearing as to the social and economic impact of this improvement.

RECEIVED
JAN 15 1969
FOR

U-168(24)
7463

January 15, 1969

Mr. Homer Chandler, Executive Secretary
Columbia Region Association of Governments
429 S. W. Fourth Avenue, Suite 500
Portland, Oregon 97204

Dear Mr. Chandler:

We are submitting to you two copies of a map showing the proposed improvement on Pacific Highway East between the Rees Island Bridge and Beeaway Street for your review, pursuant to Bureau of Public Roads IM-21-12-67. The route is designated a Federal-Aid, urban route and the improvement is to widen the facility to accommodate six lanes of traffic.

In addition to review comments on this project, we request that you indicate on the enclosed maps the future land use in the areas adjacent to the project. A color code identifying the land uses for a depth of two or three blocks on both sides of the project would be adequate.

Upon completion of your review, please forward your comments to Mr. Robert E. Royer, Assistant Planning Survey Engineer, in our Traffic Engineering Division.

Due to the urgency of this request, please review this project and return your comments with as much dispatch as possible. Your cooperation in this matter will aid in the programming of Federal-Aid projects within the city of Portland.

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
R. E. Royer
R. N. Chase
H. S. Cox

Attachments

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

WDA:sw ja

Southern Pacific Company

800 PACIFIC BUILDING, PORTLAND, OREGON 97204

OGLESBY H. YOUNG
GENERAL ATTORNEY-OREGON LINES

September 9, 1968

Portland City Planning Commission
424 City Hall
Portland, Oregon

Attention: Lloyd T. Keefe, Planning Director

Re: Petition No. 5235

Gentlemen:

Our company appreciates the careful attention given this matter by the staff and members of the Portland Planning Commission who gave so unselfishly of their time. We are pleased to note that the urgent need for expansion of Southern Pacific Company's railroad yard was acknowledged by both the Commission staff and members. We concur with the following statement made by Planning Commission President Herbert M. Clark, Jr.:

> "If a city's greatest asset is its future, then its greatest potential liability is failing to arrange a practical and orderly transition from present to future."

Like the Commission, Southern Pacific Company is attempting to arrange for this transition in this key transportation center and, we have, therefore, carefully considered your recommendation. Southern Pacific Company is so confident that its proposed operations will not interfere with the livability of nearby areas that it is willing to invest its portion of the millions of dollars required for the project described in the Memorandum of Understanding without a permanent zone change. The railroad willaagree to accept a permit revocable after five years and will install only two additional tracks on its land rather than the four tracks originally requested.

We accept the condition which will provide that the revocable permit shall become effective 30 days after commencement of proposed construction of the overpass at 17th and Powell. We further agree that the overpass should

be designed by the Oregon State Highway Department. The construction contract between the City, State and Railroad will generally follow the terms of the enclosed Memorandum of Understanding.

When such a move becomes economically feasible, Southern Pacific Company will consider moving its highway van-on-railroad-flatcar facilities (commonly called its "piggyback operation") from Brooklyn Yard.

The term "holding track" as used in this permit shall mean a track used for bringing entire trains to or from the yard. Except for coupling or uncoupling the road motive power and the caboose, there shall be permitted only one coupling and uncoupling of the cars in each train. No other switching or break-up or make-up of any train will be permitted. Provided, however, that if Southern Pacific Company undertakes a revision and further modernization of the Brooklyn Yard, then during the time of reconstruction of the yard pursuant to such plans, Southern Pacific Company will be permitted to break-up and make-up trains upon such tracks, if the same becomes advisable.

Very truly yours,

OGLESBY H. YOUNG

cc: Herbert M. Clark, Jr.
L. V. Windnagle
Harold M. Gowing
Herbert C. Hardy
S. I. Jaggar, Jr.
Neil R. Kochendoerfer
James K. Neill
Lewis G. Prichard
H. Loren Thompson

PORTLAND CITY PLANNING COMMISSION

MAIL: 414 CITY HALL PORTLAND 4, OREGON OFFICE: 424 S.W. MAIN STREET • CAPITOL 8-6141

HERBERT M. CLARK, JR., President
H. LOREN THOMPSON
GLENN STANTON
LEWIS G. PRICHARD
NEIL R. KOCHENDOERFER
S.I. JAGGAR, JR.

WILLIAM A. BOWES,
Commissioner, Department of Public Works

I. V. WINDNAGLE, Vice President
GEORGE D. LEONARD
JAMES K. NEILL

LLOYD T. KEEFE, Planning Director
DALE D. CANNADY, Assistant Director

February 2, 1968

Mr. Oglesby Young
General Attorney-Oregon Lines
Southern Pacific Company
800 Pacific Building
Portland, Oregon 97204

Subject: Petition 5235

Dear Mr. Young:

At its January 30, 1968 meeting the City Planning Commission took action on the request of Southern Pacific Company (Petition 5235) for zone change from R5 to M2 for Tax Lot 58, Section 24, T1S, R1E, W. M. and the existing railway right-of-way between SE Reedway and SE Tacoma Street and from C2 to M2 for Tax Lot 64, Section 24, T1S, R1E, W. M. adjacent to SE Tacoma Street.

The Planning Commission voted to recommend to the City Council as follows with respect to the request: Denial of the request for zone change from R5 and C2 to M2 but approval of a revocable permit to install a total of 2 holding tracks, in addition to the present tracks, upon the property described in the zone change application, upon the following terms and conditions:

1. The permit will become effective 30 days after the commencement of construction of the Powell Boulevard overpass under the terms of a final binding contract between the Southern Pacific, the State of Oregon, and the City of Portland, which contract shall generally follow the terms relating to the Powell and Bybee overpass of that certain memorandum of agreement between such parties submitted to the Planning Commission by the Southern Pacific in connection with the hearing on the zone change.

2. That Southern Pacific will submit to the City of Portland for review and approval by the City, Southern Pacific's plan for the revision, rearrangement, and modernization of the Brooklyn Yard, including the extension or relocation of the Holgate overpass which the Planning Commission feels will be a necessary part of the plan. The purpose of this rearrangement, modernization, and revision plan for existing Brooklyn Yard shall be to provide additional switching facilities as well as adequate holding tracks sufficient to take care of the anticipated future needs of Southern Pacific without the need for the use of any holding tracks south of Reedway as provided under this temporary permit. This plan must be submitted and approved within 2 years from the effective date of this permit.

3. The Southern Pacific Railroad shall on or before 2 years from the effective date of this permit cease using its Brooklyn Yard for the loading and unloading of highway truck-trailer units, which practice is commonly referred to as "piggy back" operation.

4. The term "holding track" as used in this permit shall mean a track the only use of which shall be to bring entire trains thereon from either the south or north for holding, and while such train is upon any such track to neither couple or uncouple any part thereof except the caboose and the mainline engine, and to couple or uncouple the switch engine which removes said train to or brings said train from the Brooklyn Yard north of S. E. Reedway. No switching or break-up or make-up or any train may be made upon any such track. "Train", as used in this paragraph, shall mean coupled cars of not less than 50 in number and the north end of any such train shall not be more than 300 feet from the south property line of the present right-of-way of SE Reedway extended. Provided, however, that if the Southern Pacific and the City of Portland agree upon a revision and modernization of the Brooklyn Yard, then during the time of reconstruction of said yard pursuant to such plans, the Southern Pacific shall be permitted to break up and make up trains upon such tracks, if the same becomes advisable.

5. That in connection with the negotiation for the revision and modernization of the Brooklyn Yards under item 2 above Southern Pacific shall in addition enter into negotiations with the City for the sale or exchange of the 136' strip to the City of Portland for park or other public use.

6. The permit shall automatically expire no later than 5 years from its effective date, but shall be subject to earlier revocation by the City for any violation or violations of the terms of this revocable permit.

Before the report and recommendation of the City Planning Commission can be transmitted to the City Council for public hearing we must have a letter in duplicate from officers of the Southern Pacific Company stating whether or not the company is willing to accept the recommendation of the Planning Commission. This is a customary requirement which is in accordance with long-standing City Council instructions to the Planning Commission. Southern Pacific Company's letter in reply will be transmitted to the City Council with the Planning Commission's report and recommendation on the zone change request.

If you have any questions with regard to the Commission's recommendation we will be glad to discuss them with you.

Very truly yours,

Lloyd T. Keefe

Lloyd T. Keefe
Planning Director

DDC/ag

RECEIVED
OCT 10 1968
FOR FILING

U-162(24)
7463

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
September 6, 1968

SUBJECT: 17th and Powell and Bybee Boulevard Overcrossing

To: MEMO TO THE FILES

The following data was 'phoned to Carl Wendt on September 5, 1968:

17th and Powell

If an agreement is consummated between the various parties during the month of September, 1968, we could have: (1) Plans and specifications ready in August 1969; (2) Let the contract in September 1969; and (3) Complete the contract in July 1971.

The current proposal is that the main structure on Powell Boulevard would be 58 feet wide between curbs with one sidewalk, probably on the south side. The structure itself would be approximately 710 feet long with walls and/or fills on either side. It would have a 6.4 percent grade on the west side and a 6 percent grade on the east side joined by a summit vertical curve of 900 feet.

Each of the structures connecting Powell Boulevard to a proposed 16th-17th Street couplet would be 30 feet in width between curbs. The one connecting to 16th Street would be approximately 630 feet long and the one connecting to 17th Street would be approximately 400 feet long. The maximum grades for these connections would vary between 6.2 percent and 6.7 percent.

Bybee Overcrossing

If an agreement is consummated between the various parties during the month of September, 1968, we could have: (1) Plans and specifications ready by April 1969; (2) Let the contract in June 1969; and (3) Complete the contract in July 1970.

The current proposal is that Bybee Boulevard would be 44 feet wide between curbs with at least one sidewalk. It is anticipated that it would be a two-lane facility with the possibility of converting it to a minimum-type four-lane facility sometime in the future.

The main structure crossing McLoughlin Boulevard and the railroad would be approximately 350 feet long. The grades for Bybee Boulevard would be 7 percent on the west and 6 percent on the east. The two new ramps to be constructed easterly of McLoughlin to connect Bybee Boulevard to McLoughlin would be 6 percent up and 7 percent down. A detour structure would be required during construction to handle traffic and it is anticipated that it will be located on the south side of the existing structure which would require that an easement be obtained from the East Moreland Golf Club. It is not anticipated that the detour will interfere with the playing area but it will require the removal of several trees.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Carl Wendt, City of Portland (with photos of model)
Forrest Cooper
R. L. Porter

Date given Contract
9/5/68

17½ + Penalty -

60 days survey
45 days Plans
100 days Brige + roadway
only { 180 R/W
60 moving, etc. plans. advertise.
(say 1 year.)

With 0 date Sept. 1968 -

Plans & Spec. Aug 69
Let contract Sept. 1969.
finish " July 1971.

Date Sept 1968.

Bridge
Plans & Spec April 1969
Let contract June 1969
finish " July 1970

17th. Powell

Main structure on Powell – 58' between curbs – sidewalks on South side – 710 ft. long walls on fill on ends. 6% grade on East 6.4% grade on West. 900' vertical curve. omit

16th St. structure. on R.R. – 2-30 ft. approach structures. no connection to 16th St. to 17th. 17th St. is 400' long 16th St is 430' long. 6.2 to 6.7% approach grades. Regular 16-17 retaining curbs.

Byron – 44 feet wide structure – 2 lanes to start – four lanes ultimately. About 350' long. Grades on new ramps. 6% up 7% down.
Bridge – map 7 on W 6 on E.

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section ROSS ISLAND BRIDGE-REEDWAY Highway Pacific East (FAR 26) County Multnomah Prefix 26-1(28)

Res. Engr. _____ Approx. Length 1.8+ Miles. Sta. 562+ to Sta. 468+ Date 8-12-68

Mean

Truck A.D.T. 2934 Traffic Coefficient 11.2 18 kip s.a. per day 1108.8 (Automobiles not considered).

Annual Precipitation 45"+ Frost Penetration - - - - - - - - -.

(1)
Typical Soil

43	LL
14	PI
100	%P 10
94	%P200
0	%Gravel
1	%C Sand
5	%F Sand
62	%Silt
32	%Clay
10	"R" Value (Corrected)

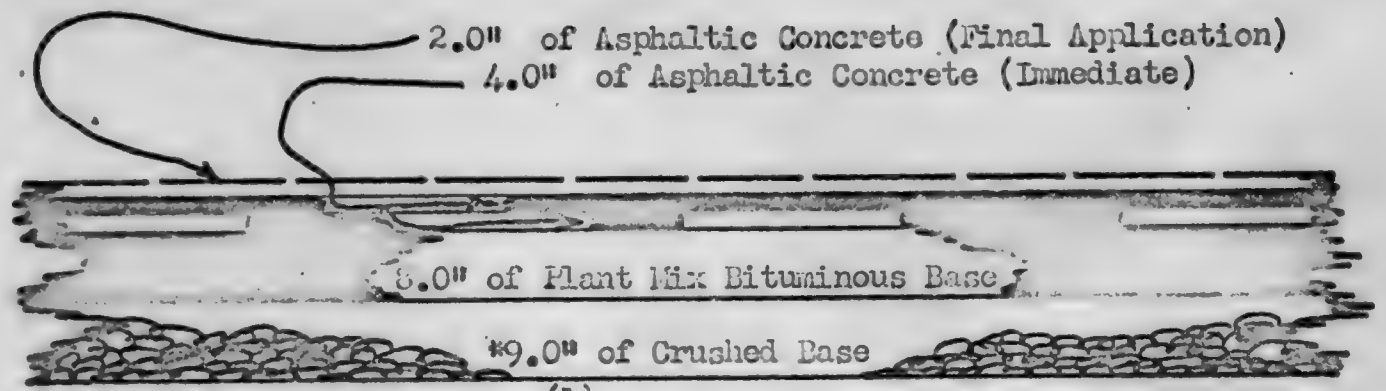
AASHO CLASSIFICATION:

A-7-6 (10)

MATERIAL SOURCES:

To be determined by the Engineer.

NEW WORK


2.0" of Asphaltic Concrete (Final Application)
4.0" of Asphaltic Concrete (Immediate)
6.0" of Plant Mix Bituminous Base
*9.0" of Crushed Base

(1)
Silty Clay

*See Page 3 for remarks.

CBE Total Req.	Credit	Actual Thick.	
	4.0	2.0	A.C. (F.A.)
	8.0	4.0	A.C.(I)
	14.0	8.0	P.M.B.B.
	9.0	9.0	Cr. Base
35.5	35.5	23.0	

AUG 27 1968

NOTED
F. B. KLABOE

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
~~Chief Locating Engineer~~
Rural Engineer

Submitted by E. J. Legg for Staff Assistant

Recommended by John C Kuizenga Asst Engineer of Materials

Recommended by W. F. Oberbeck asst Construction Engineer

Approved by J. K. Calbreath Asst. State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section ROSS ISLAND BRIDGE-REEDWAY Highway Pacific East (FAR 26) County Multnomah Prefix 26-1428

Res. Engr. _____ Approx. Length 1.8+ Miles. Sta. 562+ to Sta. 468+ Date 8-12-68

Loan

Truck A.D.T. 2934 Traffic Coefficient 11.2 18 kip s.a. per day 1108.8.

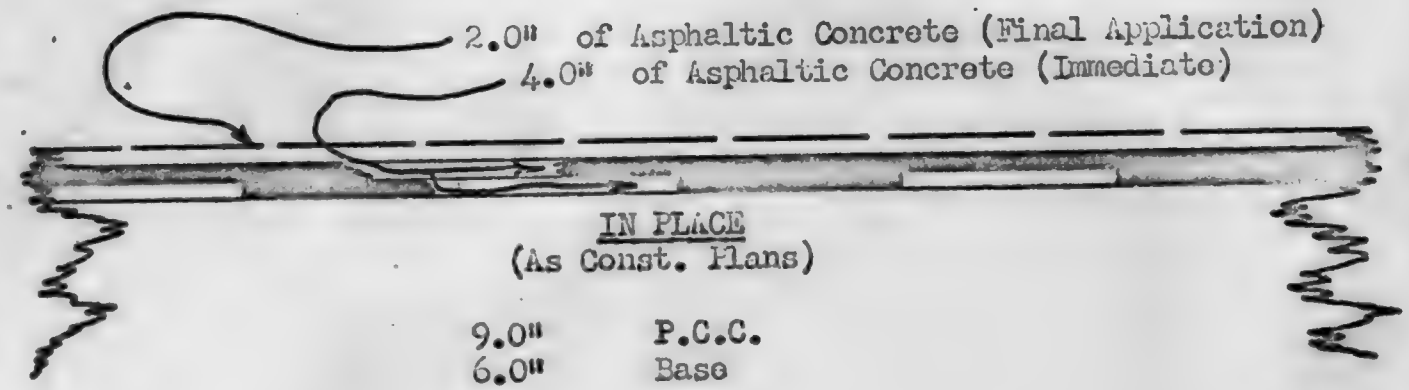
Annual Precipitation 45"+ Frost Penetration - - - - - - - - -.

CBE Total Req.	Credit	Actual Thick.	

EXISTING ROADWAY

(1)
Typical Soil
S LL
e PI
e %P 10
%P200
P %Gravel
a %C Sand
g %F Sand
e %Silt
%Clay
1 "R" Value (Corrected)

AASHO CLASSIFICATION:



IN PLACE
(As Const. Plans)

9.0" P.C.C.
6.0" Base

See Section

MATERIAL SOURCES:

Note: Extra allowance for patching, leveling, etc.

ROSS ISLAND BRIDGE-REEDWAY
Pacific Highway East (FAR 26)
Multnomah County

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	P.M.B.B.	3/4"-0 Level Course	Crushed Base	"CBE" Total Requirement	Actual Thickness
9.0 - 10.0	4.0"	6.0"	- - - -	*11.5"	30.5"	21.5"
8.0 - 9.0	3.5"	4.0"	- - - -	*13.0"	27.0"	20.5"
7.0 - 8.0	3.5"	3.0"	- - - -	*12.5"	24.0"	19.0"
6.0 - 7.0	3.0"	- - -	2.0"	*13.0"	21.0"	18.0"
4.8 - 6.0	2.0"	- - -	2.0"	*11.5"	17.5"	15.5"
Cars Only	2.0"	- - -	2.0"	* 7.0"	13.0"	11.0"

Should substitutions be made use the "CBR" column to obtain the "TOTAL THICKNESS REQUIRED" and the table below for values:

1.0"	Asphaltic Concrete	=	2.0" Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.8" Crushed Base
1.0"	Oil Mat	=	1.1" Crushed Base
1.0"	Stone Subbase (Per Standard Specifications) (plus Supplementals.)	=	0.8" Crushed Base

Remarks:

*Tests of the subgrade indicate that in many areas a blanket course is required. To help prevent infiltration of the fine-grained soil into the base material recommend that the Standard Specification for Crushed Stone Base be modified to include 15% minimum P #40 sieve.

TRAFFIC ANALYSIS

SECTION: ROSS ISLAND BRIDGE-REEDWAY

HIGHWAY: Pacific East

COUNTY: Multnomah

40,000 Present ADT (1968)

5.75 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	1225	1.55	1899	1562	450	702,900
3	440	1.55	682	561	1000	561,000
4	120	1.55	186	153	1250	191,250
5	510	1.55	791	651	3180	2,070,180
6	5	1.55	8	7	2570	17,990
				2934	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 3,543,320

TWENTY YEAR EWL 70,866,400

TRAFFIC COEFFICIENT 11.2

SECTION: ROSS ISLAND BRIDGE-REEDWAY

HIGHWAY: Pacific East

COUNTY: Multnomah

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C., P.C.C., Oil
7. Stage Construction: Part of design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as this is widening a present 4 lane facility to 6 lanes. The existing 44'± of P.C.C. will be utilized, and is in such a condition as to warrant an A.C. overlay.

RECEIVED
JUN 28 1968

11-168 (24)
7463

June 27, 1968

Board of County Commissioners
Clackamas County
County Courthouse
Oregon City, Oregon 97045

Gentlemen:

Re: McLoughlin Boulevard - Possible Relief Route along the Soon-to-be Abandonad Railroad, Portland Traction Company

Enclosed is a copy of a report and map on this matter. We are bringing this to your attention for whatever interest you may have in obtaining this soon-to-be abandoned railroad right-of-way.

There are portions in Oregon City and Milwaukie which the State will wish to acquire for highway purposes.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Klaboe
Assistant State Highway Engineer

Enclosures

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
H. S. Cox
D. H. Moehring
L. W. Rullen

DNS:jp srb

FORM S-50 5M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 24, 1967

SUBJECT: McLoughlin Boulevard
Possible Relief Route along the
Soon-to-be Abandoned Railroad
Portland Traction Company

To:

Mr. F. D. Morgan
Construction Engineer
O F F I C E

ATTENTION: Mr. D. J. Barbee

A field observation was made to determine the condition of the rights of way that the Portland Traction Company Railroad intends to abandon between Golf Junction (which lies about 3/4 mile west of the O.S.H.D. Milwaukie headquarters) and Oregon City. Our observation was confined to a segment of this right of way extending from Milwaukie (Kellogg Lake vicinity) to Jennings Lodge in order to determine the practicability of adapting it for use as a possible future relief route for McLoughlin Boulevard (US 99E) between these limits. A map is enclosed showing the general area of study.

With reference to this enclosed map, the following pertinent remarks are made about the railroad rights of way:

1. From Jefferson Street (Milwaukie) to Milwaukie Heights: The right of way is contiguous with the US 99E right of way. It appears that its width along with that presently held by us is sufficient to accommodate an ultimate 6-lane facility. Milwaukie Heights would represent the point of divergence of the relief facility from McLoughlin Boulevard.

2. From Milwaukie Heights to Courtney Road: The prevailing width of right of way is 40 feet; yard areas and, in some cases, residential buildings and adjuncts are located rather close to the right of way line. Even with the available railroad right of way, acquisition of the additional rights of way necessary for a four-lane facility could be expensive.

3. From Courtney Road to Sunnyslope Road: The prevailing right of way width is 60 feet and is contiguous with Arista Drive which parallels the railroad on the east. It may be possible that four lanes could be inserted within the combined rights of way without the necessity of obtaining an additional amount.

4. From Sunnyslope Road to S. E. Boardman Avenue: The prevailing right of way width is 40 feet and is contiguous, in part, with Arista Drive on the west and Railroad Avenue on the east between Sunnyslope Road and Concord Road. From Concord Road south the country is relatively open at the present time and no unsurmountable obstacles are discernible. It may be possible that the combined rights of way between Sunnyslope Road and Concord Road could accommodate four lanes with very little additional right of way.

5. From S. E. Boardman Avenue to Jennings Lodge (tie back to McLoughlin Boulevard): The prevailing right of way width is 100 feet and lies through relatively open country. No obstacles were discernible with the exception of the portion lying in the vicinity of Jennings Lodge.

Through the study area encompassed by the five segments discussed above, it appeared that any unusual construction problems would be virtually non-existent.

Traffic assignments were requested from the Traffic Division with respect to such a relief route with the assignments reflecting a four-lane facility having semi-controlled access. Schematics are attached showing these assignments with two independent conditions being assumed: (1) The relief route only and (2) The relief route with the influence of a possible crossing of the Willamette River at Lake Oswego. All of the assignments assume ultimate operation of FAI-205 via 96th Avenue.

From the investigation, it is found that a definite need exists for that portion of the railroad rights of way paralleling McLoughlin Boulevard through Milwaukie proper to Milwaukie Heights since it can be utilized for a future six-lane facility. From Milwaukie Heights southerly, it would appear that conversion of McLoughlin Boulevard to six lanes would be the most logical choice for the following reasons: (1) The existing highway from Milwaukie to Jennings Lodge has prevailing 120 feet of right of way and will accommodate a six-lane facility with a small amount of additional right of way (about 130 feet minimum is estimated for the six lanes); and (2) The six-lane facility has a practical capacity of 48,000 -- 1986 ADT is estimated to be 47,000 without the influence of the Lake Oswego traffic. From these reasons, it follows that it would be less expensive to provide for the projected traffic through six lanes than it would be to build a new and parallel facility. Bringing the Lake Oswego traffic into the picture (1986 ADT estimated at 56,000 with this influence) may help the argument toward utilization of the railroad rights of way but not enough, in my opinion, to warrant implementation

of it. Should the need arise for a relief facility with respect to US 99E, it probably would be well to consider it as a complete package from Portland to Oregon City, and it may be that the position for such a facility may be entirely different from the one utilizing the railroad right of way in order to efficiently serve the area.

The foregoing conclusion leads me to believe that the railroad rights of way between Milwaukie Heights and Jennings Lodge would have more value to the county (or city) as a possible relief route for the River Road.

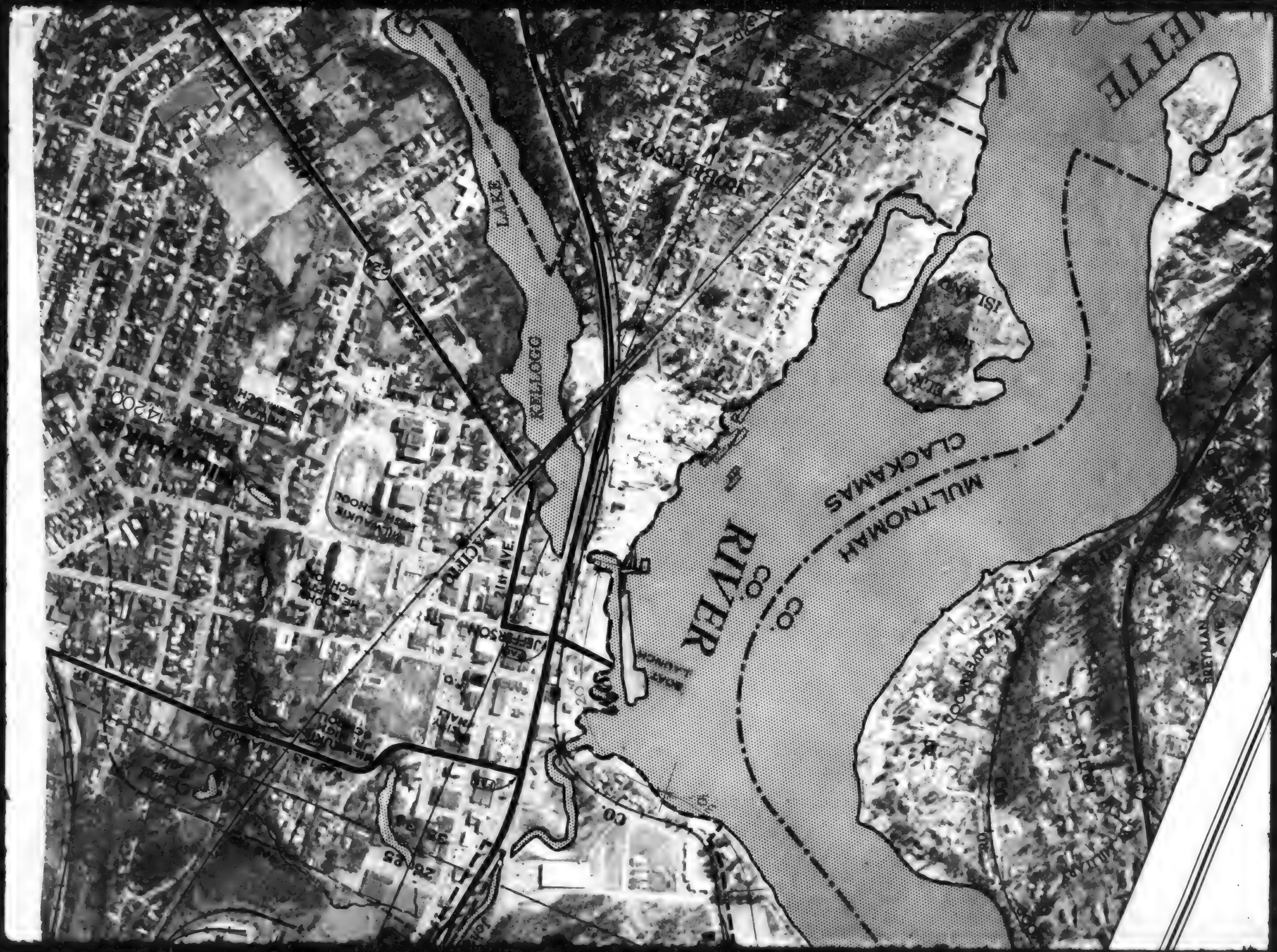
W. H. Tebeau

W. H Tebeau
Preliminary Studies Engineer

WHT:fw

Enc.

T1S
R1W
40 R1W
COUNTRY CLUB
WAVERLY
PORTLAND
TRACTION
Golf Junction
Population 382,000 (Est)
Creek
Willamette
Milwaukie
LIMITS
Portland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RIVER
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MULTNOMAH
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S.E. EL CAMINO WAY
LA MARQUITA WAY
LA CRESCENTA WAY
LA BONITA WAY
CONCORD CT.
CONCORD
MEADOWLARK
FRANCIS
HAROLD AVE
OLIVE AVE.
ASH AVE
WILDROSE LN
CAMPLAN
HWY.
EAST
RISLEY CT.
ORVILLE AVE
S.E. SOUTHVIEW
EAST AVE.
RISLEY
SWAIN
CONCORD
ANDREWS
AVE.
RAILROAD
DR.
HUGH
ARISTA
S.E.
BUSH
RISLEY COUNTY PARK
ROELL AVE.
POPLAR
LINDEN
NATION
STEELE LN
MAPLE
PARK AVE
S.E. MARGUERITE
ST.
AVE
DR.

S.E. HAMPSHIRE LN.
S.E. HILLSIDE LN.
S.E. GORDON ST.
S.E. AUSTIN LN.
S.E. BERGHAMMER AVE.
S.E. HAROLD AVE.
S.E. MOON AVE.
S.E. VINEYARD LN.
SOUTHVIEW AVE.
PORTLAND
ANDREWS
BLVD
TRACTION

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SE CANDY LN
SE MINNIS
SE McNARY ST
S.E. PORTLAND AVE
SE ROSE
SE ST JOHNS
SE ANNA CT
S.E. WOODCOG
S.E. ADDIE
S.E. MILDRED AVE
SE COOK
BOARDMAN AVE
SE ADDIE ST
SE LOCUST
ALBINA
MAIN
WILLAMETTE
RIVER

GLADSTON

Park Place

RIVER

CLACKAMAS

RAPIDS

LONESOME

BOTTOMS

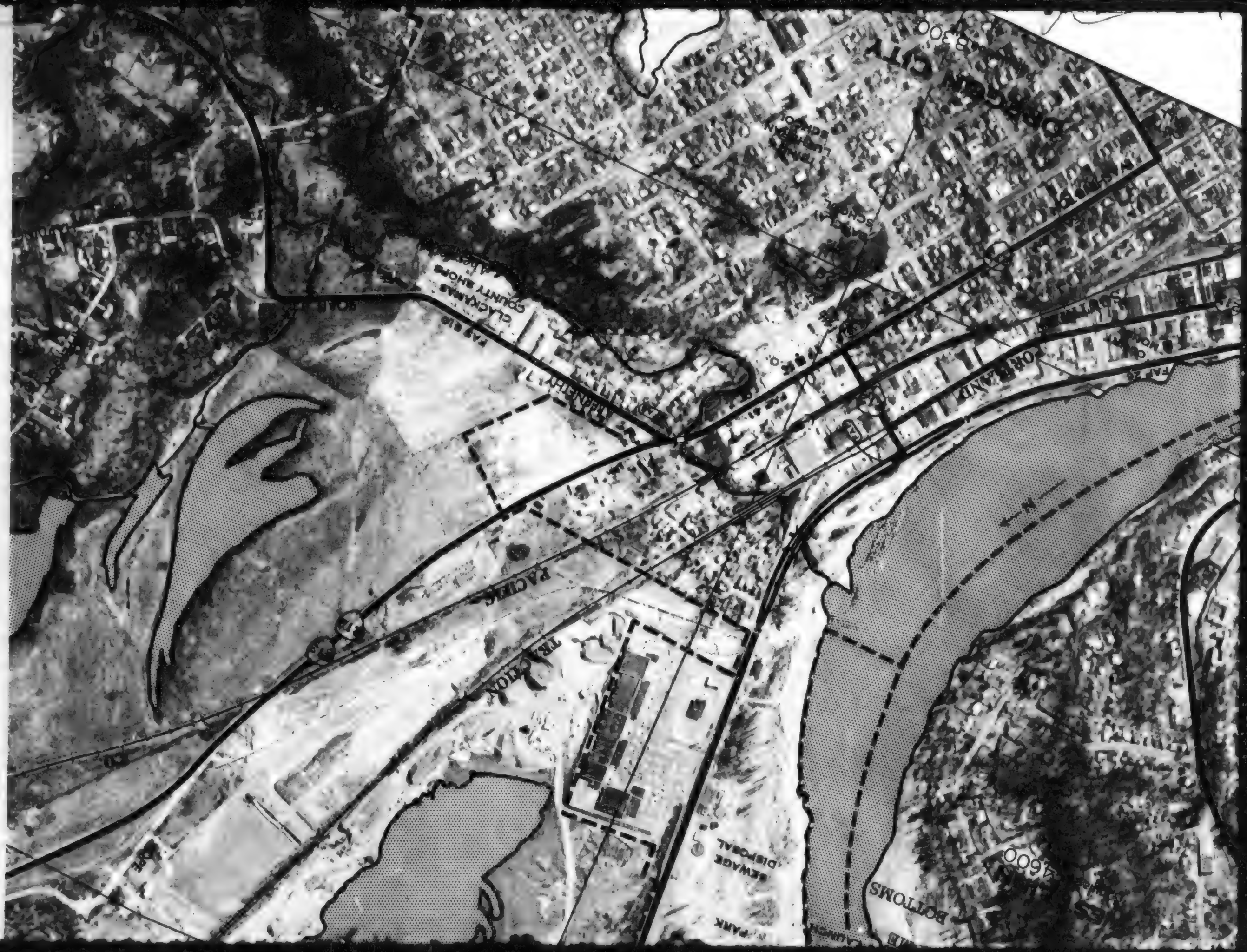
CLACKAMETTE

PARK

BLVD.

RIVER RD.

S.E.


CLACKAMAS
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SEWAGE
DISPOSAL
PARK
BOTTOMS
1600

OREGON CITY
CLACKAMAS COUNTY SHOPS
PARK PL.
R2E
OREGON CITY & VICINITY
SEMI-CONTROLLED PHOTO MAP
SUPPLEMENTAL SHEET D
APPROVED JANUARY 5, 1966
600
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SCALE 1" = 600 FEET
600
1200

T1S
R2W
Golf Course
COUNTRY CLUB
WAVERLY
PORTLAND
Golf Course
PORTLAND
382,000 E

LAKE
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CREEK
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FREMON

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CONCORD CT.
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CAMPLAND PLACE
DOCKSIDE
HARGUER
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S.E.
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DR. HUGH
S.E. HUGH
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ROSEMERE CT.
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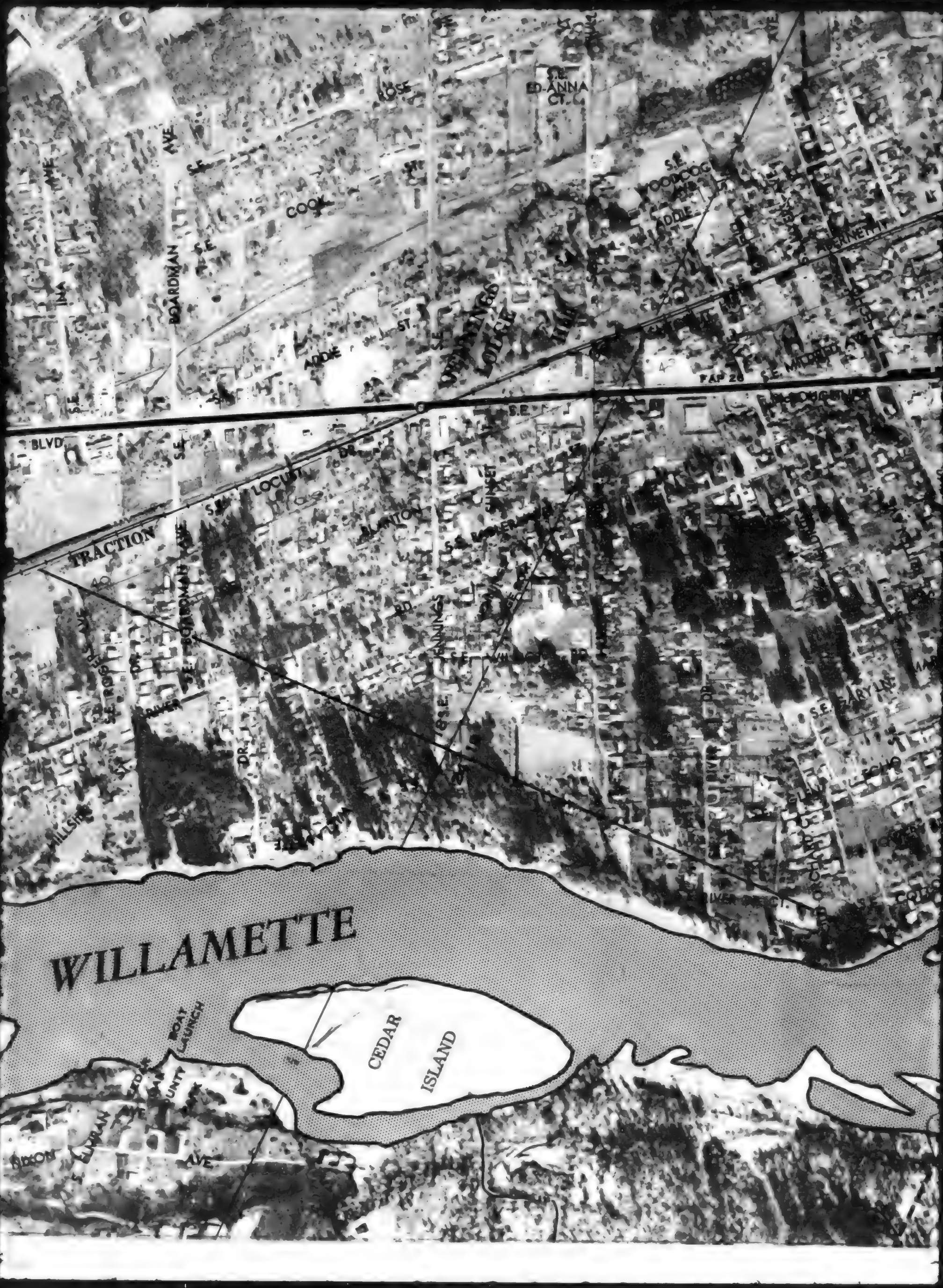
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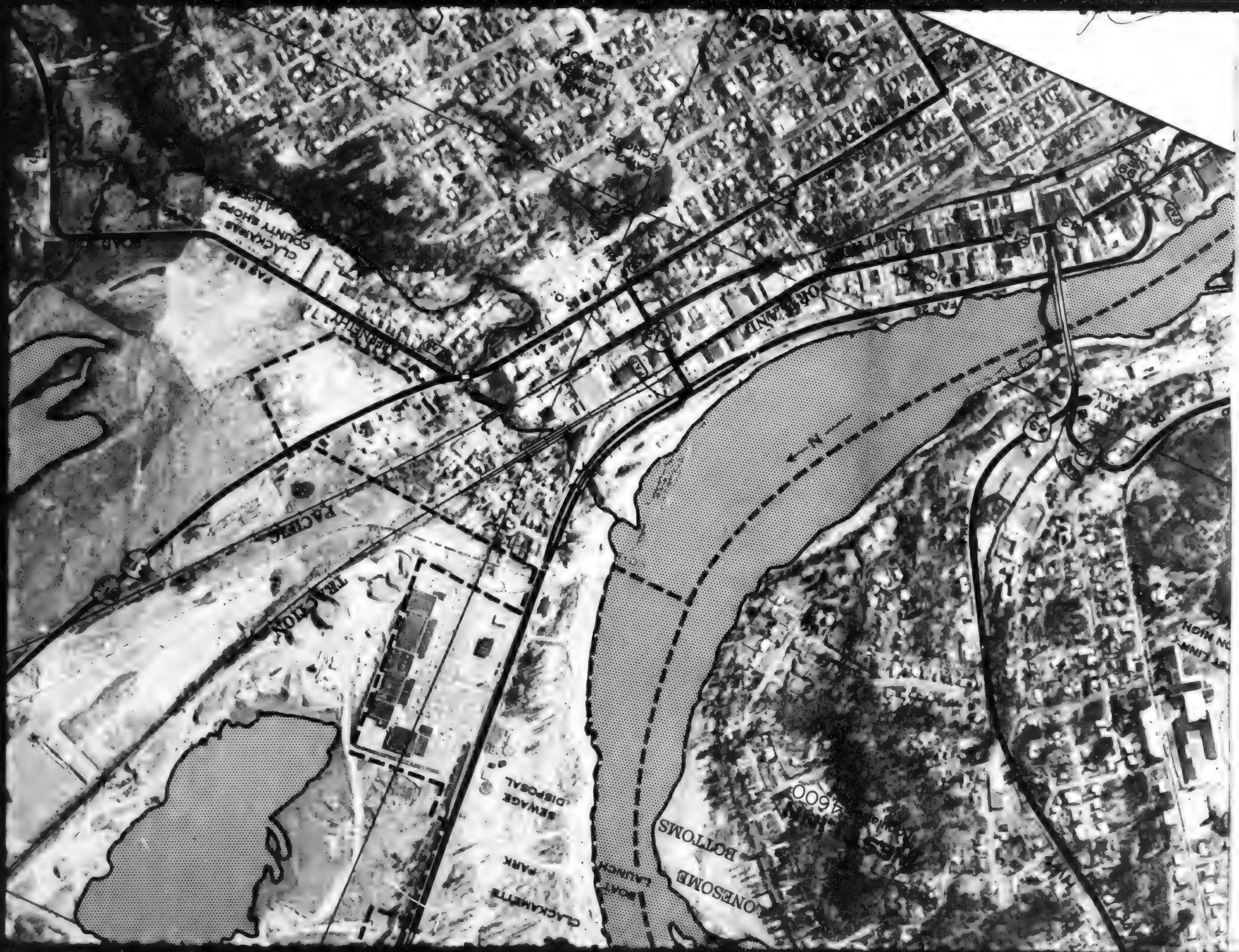
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CLACKAMAS COUNTY SHOPS
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OREGON CITY
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SCALE 1" = 600

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. HALL
PENDLETON
THADDEUS BRUNO, MEMBER
PORTLAND

RECEIVED
JUN 18 1968
HIGHWAY ENGINEERING

11-168(24)
7463

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 17, 1968

Southern Pacific Company
65 Market Street
San Francisco, California 94105

ATTENTION: Mr. T. H. Kruttschnitt, Jr.

Re: Permit for Soil Testing
S. E. Roadway
Clackamas County Line Section
Pacific Highway East
Multnomah County
YOUR FILE: 911/700 333-2

Gentlemen:

In reply to your letter of May 21, 1968 concerning this subject, we hereby withdraw our request for a permit to conduct soil investigations on your property in the above-captioned area.

This was requested in our letter of May 7, 1968, and it has since been decided to conduct these tests without encroaching on Railroad property.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:ss

cc: SP - Portland

F. B. Klaboe (w/copy of SP letter)
A. E. Johnson "
E. L. Scrivner "
Jack Hesla "

NOTED
F. B. KLABOE

RECEIVED
JUN 17 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
J. A. HOLMES
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
T. H. KRUTTSCHNITT, JR.
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
A. D. DEMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

May 21, 1968

IN REPLY PLEASE REFER TO
911700/323-2

Mr. F. D. Morgan,
Construction Engineer,
State of Oregon,
State Highway Department,
Salem, Oregon. 97310.

Attention: Mr. T. W. Litchfield,
Utilities Liaison Engineer.

Dear Sir:

This refers to your letter of May 7, file: Permit for Soil Testing - S.E.Reedway - Clackamas Co. Line Sec. - Pacific Highway-East-Multnomah County.

Mr. Oglesby H. Young, Southern Pacific Company attorney in Portland, recently discussed this matter with your Mr. R. L. Porter. It is our understanding that, as a result of this discussion, there may be some changes in the extent of the soil testing you wish to do, or that perhaps your request may be withdrawn.

We shall therefore take no further action in connection with your letter of May 7, pending further developments.

Yours very truly,

H. M. Williamson

Routing

Morgan	Pease
Decker	Morelock
Bond	Trout
Barbee	Scott
Walker	Wills
Glenn	Litchfield
Swan	Olson

RECEIVED
MAY 23 1968
CONSTRUCTION DIVISION

RECEIVED
JUN 18 1968

FOR FILING

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SP*23657-724

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
June 7, 1968

SUBJECT: Reversible Lane Operation
Ross Island Bridge-Reedway Section
Pacific Highway East
(McLoughlin Boulevard)
Portland

To: F. D. Morgan
Construction Engineer
B U I L D I N G

Attention: Adrian Olson

As requested, we made a study of the need for and possible operation of reversible lane flow on the above section.

It is the belief of this office that traffic volumes on McLoughlin Boulevard will increase to the point where three lanes will not provide sufficient capacity during the peak directional flows. This situation can be alleviated only through reversible lane operation where four lanes can be assigned to one direction during the morning and evening peaks.

The study reveals that using standard traffic control devices, such as contained in the National Manual on Uniform Traffic Devices, it will be possible to provide reversible operation not only from Ross Island Bridge to Reedway, but later from Reedway on south to the Clackamas Highway Interchange. The transition area at the beginning and ending of the reversible operation would be handled with the standard signals for such purposes. It will be necessary to install special warning signs at the approaches to the reversible lane section.

L. E. George
Assistant Traffic Engineer

VPJ:mk

cc: Tom Edwards
F. B. Klaboe

NOTED
F. B. KLABOE

RECEIVED
JUN 10 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 7 - 1968
FOR FILING

U-168 (24)
7463

June 6, 1968

AIRMAIL

1538

The Honorable Wendell Wyatt
Member of Congress
House of Representatives
Longworth House Office Building
Washington, D. C. 20515

Dear Mr. Wyatt:

I have your letter of May 20 requesting information pertaining to a complaint from Ralph Britton, 11104 SE Howe Street, Milwaukie. Mr. Britton indicated that he has experienced difficulty with the City of Milwaukie and the State Highway Commission in obtaining information regarding plans for development of US99E through Milwaukie.

Investigation reveals that Mr. Britton has an interest in a two-story brick building fronting on the west side of McLoughlin Boulevard opposite Monroe Street in Milwaukie. Due to the location of the building and the considerable amount of traffic on McLoughlin Boulevard, and perhaps due to other factors of which we are unaware, Mr. Britton has difficulty in keeping the building fully occupied.

McLoughlin Boulevard (US99E), like so many overburdened facilities in this area, will need to be improved. The specific details of the overall improvement are not known at this time, except for the section from the Ross Island Bridge south to Roadway which is at about the northerly edge of West Moreland Park.

As you know, we are currently constructing an east-west replacement for Lake Road in Milwaukie, which is referred to as the Milwaukie Expressway. This has nothing in itself to do with Mr. Britton's request for information; however, we anticipate that when this expressway is placed into service, the traffic problems in Milwaukie will be altered. The extent to which this expressway alters the

traffic problems in Milwaukie on McLoughlin Boulevard will, no doubt, have some bearing on the urgency of undertaking work through Milwaukie on McLoughlin Boulevard.

Taking a look at the overall traffic problem on McLoughlin Boulevard and the shortage of funds necessary to do the many needed projects throughout the state, it is unlikely that improvements will be undertaken in the near future.

If you wish anything further on this matter, please let me know.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: R. L. Porter
Victor D. Wolfe
L. W. Rulien

VDM:mc jko

FORM E-90 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
June 3, 1968

To:

Mr. Victor D. Wolfe
Administrative Assistant
Salem

SUBJECT:

Assignment 1538 VDW
Request for Information
Ralph Britton - Milwaukie

...IED
...R D. WOLFE

The subject assignment consists of an inquiry from a Mr. Ralph Britton of Milwaukie to Mr. Forrest Cooper through Congressman Wendell Wyatt. I experienced considerable difficulty in contacting Mr. Britton, but finally did so in the evening in his home. Mr. Britton either owns or has a substantial interest in a brick two-story building which fronts on the west side of McLoughlin Boulevard in Milwaukie directly opposite Monroe Street.

About three years ago there was a traffic signal at the intersection (T-type) of Monroe and McLoughlin Boulevard. Due to congestion problems and in the interest of more safely handling traffic, this signal was eliminated and in lieu thereof, signals were installed one block north and one block south of Monroe on McLoughlin Boulevard. Mr. Britton feels, though he didn't emphasize this real strongly, that the change in signals cut down the pedestrian traffic to his building and, consequently, he lost a tenant. Currently there appears to be a tavern in half of his building and the other half appears vacant. He indicated that he was experiencing difficulty in leasing out his available space, partially because of the fact that there have been various statements made indicating that McLoughlin Boulevard will be widened and improved in this general area. He indicated further that tenants didn't want to move in if there was a reasonable chance that they would be disrupted after having established themselves and their business, and that he wanted definite plans to relay to prospective tenants.

I advised Mr. Britton more or less as follows:

(1) That capacity on McLoughlin Boulevard was becoming a greater and greater problem, and that very probably in time and as money was available, the facility would be widened and improved probably all the way through Oregon City. However, I indicated that we had now expended money enlarging the opening under the Ross Island Bridge and widening the 17th Avenue Structure, and that when money was available the first six-lane project would, no doubt, be from the Ross Island Bridge to Reedway.

(2) I indicated that south of Reedway we did not have detailed or definite plans as to how the widening would be undertaken or when. I advised him that we anticipated somewhat of a change in the congestion in Milwaukie, hopefully for the better, with the completion and opening of the Milwaukie Expressway which was now under construction.

(3) I advised him that, if the decision was made today and that if money was available, it would probably be at least two years before a project through Milwaukie could be undertaken, that there was no indication that such a decision would be made or that money would be available that soon, and that, consequently, my best guess and just my opinion was that certainly two years was an absolute minimum before there would be any disruption, and that something like possibly five years would be more likely, although these things were dependent on the availability of funds and this was an item over which I exercised no control.

Mr. Britton was not hostile, and I concluded by advising him that he would no doubt receive a response in writing to his inquiry, and that my only purpose in calling was to determine the specific things that he had on his mind. Attached is a suggested rough draft of a reply.

L. W. Rulien
Division Engineer

LWR:fb
Attach.
F.D Morgan

RECEIVED
JUN 4 1968
OFFICE OF
STATE HIGHWAY ENGINEER

5-29

WENDELL WYATT
FIRST DISTRICT
OREGON

1033 S.E. McLOUGHLIN BLVD.
MILWAUKIE, OREGON 97222

Congress of the United States
House of Representatives
Washington, D. C.

COMMITTEE:
INTERIOR AND INSULAR AFFAIRS

LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, D.C. 20515

.7229

REFERRED TO
Wolfe
BY DEPUTY STATE HIGHWAY E[illegible]

May 20, 1968

Mr. Forrest Cooper
State Highway Engineer
State Highway Commission
Salem, Oregon 97310

Dear Forrest:

Mr. Ralph Britton, 11104 S.E. Home Street, Milwaukie, Oregon, has advised me that he has experienced difficulty with the City of Milwaukie and the State Highway Commission in obtaining information regarding plans for the development of Highway 99E, the Milwaukie highway, which is currently being worked on between Portland and Milwaukie.

Mr. Britton owns property in the area and is trying to decide whether or not to improve it.

I also am advised a number of persons other than Mr. Britton are affected and they would like to have information about the matter from Mr. Britton.

I would appreciate it very much, Forrest, if you would furnish me with details concerning the plans for development of Highway 99E, if you are in a position to do so at this time.

Best wishes and many thanks for your fine cooperation.

Sincerely yours,

Wendell

WENDELL WYATT
Member of Congress

WW/t

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MAY 23 1968
OFFICE OF
STATE HIGHWAY ENGINEER

MAY 17 1968

H-168(24)
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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

May 16, 1968

Salem, Oregon

To: Mr. A. E. Johnson
Metropolitan Engineer
5821 N. E. Glisan Street
Portland, Oregon 97213

SUBJECT: Permit for Soil Testing
S.E. Reedway-Clackamas Co. Line Sec.
Pacific Highway East
Multnomah County
Prefix 26-1442

By Mr. Scrivner's letter of May 2, 1968, he requested that I obtain a permit to enter on Southern Pacific Company owned property between S.E. Reedway and S.E. Tacoma Streets adjacent to McLaughlin Boulevard.

Mr. R. L. Porter advised me on May 15, 1968, that the Railroad is objecting to granting a permit of entry at this time. Therefore, please conduct your tests in such a way that you will not trespass on railroad property.

The matter of an easement on which to construct our future highway through this area will be taken up with the railroad at a later date.

F. D. Morgan
Construction Engineer

BY ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:as

cc: R. L. Porter
E.L. Scrivner
Jack Hesla

NOTED
R. L. PORTER

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MAY 16 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 22 1968

SP*23657-734

FOR FILING
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#17463

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
May 10, 1968

B/MP 8/15

To: MEMO TO FILE

SUBJECT: Proposed Improvement
McLoughlin Blvd. and Holgate

This letter is to document for the file the fact that the writer sat in on a meeting in Mr. Klaboe's office on Wednesday, May 8. Present at the meeting were Mr. Porter, Mr Klaboe, Mr. Barbee, A. E. Johnson, Mr. Keith Burns and Mr. Richard Lord and the writer.

The purpose of this meeting was to discuss the operation of McLoughlin Blvd. under the proposed widening project and more particularly the operation of McLoughlin Blvd and Holgate.

The contention of Mr. Lord and his legal counsel, Mr. Burns, was that the capacity of the intersection at Holgate would not be adequate for a long enough time to justify the cost of constructing a left-turn outrigger at Holgate. Mr. Lord owns property on both sides of McLoughlin at this point, and the most apparent outcome of the meeting was the fact that he was trying to establish the premise that his land on the riverside of McLoughlin was worth considerably more than any appraisal that the Highway Department might have made because of development plans which Mr. Lord is trying to finance. Much discussion ensued on the matter of capacity through the signalized intersection and on the value of water front property.

The matter was concluded with a promise by Mr. Porter that the Department would again study the economics of different types of construction through this area, particularly the possibility of a partial viaduct and that the Department would obtain an independent appraised value of the property.

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MAY 13 1968
OFFICE OF
STATE HIGHWAY ENGINEER

After Mr. Burns and Mr. Lord had left, I did advise Mr. Porter and Mr. Klaboe that there would be capacity problems in the near future on McLoughlin Blvd. unless reversible lane usage on McLoughlin Blvd was considered before 1977. If we establish reversible lane operation on McLoughlin, and if the Mt. Hood Freeway is constructed, adequate capacity will be available until 1981.

L. E. George
Assistant Traffic Engineer

LEG:mk
cc: R. L. Porter
Tom Edwards
D. J. Barbee
E. B. Klaboe
A. E. Johnson

NOTED
E B KLABOE

RECEIVED
FEB 20 1968
FOR FILING

11-168 (24)
7463

January 26, 1968

MISC. CONTRACTS and
AGREEMENTS No. 3429

4M

1-23-68

City of Portland
City Hall
Portland, Oregon 97204

Attention: Mr. Ray Smith
City Auditor

Gentlemen:

Attached for your files are two fully executed copies of a throughway construction agreement pertaining to the Rose Island Bridge (S.E. Powell Boulevard)-S. E. Roadway Section of the Pacific Highway East.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm
Attachments

cc Mr. H. S. Cox
(conformed copy)

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JAN 12 1968
FOR FILING

U-168 (24)
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January 11, 1968

Oregon State Highway Commission

Gentlemen:

There will be presented for your consideration at the January 23 meeting a throughway construction agreement with the Portland City Council pertaining to the Ross Island Bridge (SE Powell Boulevard) - SE Hawthorn Section of the Pacific Highway East (99E) in Multnomah County.

The agreement provides for the State to construct and maintain the highway, separation structures, road closures, and connections within the State's right-of-way. The State shall also construct or reconstruct various streets and cul-de-sacs on city streets covered by new construction and, upon completion of the project, relinquish said streets to the City for maintenance, jurisdiction and control, as well as all the State's right, title and interest in same.

Controversy regarding access has now been resolved by the parties involved and execution of this agreement will tend to clear the way for acquisition of right-of-way and preparation of construction plans for the project.

The structures are under construction and the grading and paving will be a future construction project at an estimated cost of approximately $2,000,000. Right-of-way is estimated to cost $1,500,000.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Quarry
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
D. H. Mechring
H. S. Cox
A. E. Johnson

DNH:mm jes

FORM S-128X 9OM 7-63

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DEC 7 - 1967
FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
DAVID H. SIMPSON, MEMBER

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

Fred W. Hill, Member
Helix
U-168 (24)
7463

December 6, 1967

Mr. Fred J. Fowler
Highway Engineering Coordinator
City of Portland
City Hall
Portland, Oregon 97204

Dear Fred;

Pursuant to previous correspondence, discussions, and the recent meeting of Monday, November 27, enclosed are five copies each of the revised agreements pertaining to the Ross Island-Roadway Section of the Pacific Highway East (US 99E) and reconstruction of SW Jefferson Street on the Sunset Highway (US 26) in Portland.

The matters of discussion have been taken into consideration and the agreements revised accordingly. We trust these documents will now be satisfactory and request your earliest consideration and presentation to the Council for action. If approval is received, please return four signed copies of each agreement to this office for Highway Commission action.

Very truly yours,

M. S. Cox
County and City Engineer

By

D W Harwell

D. W. Harwell
Assistant County and City Engineer

DWH:mm
Encl.

cc: F. B. Klaboe
T. D. Murphy
A. E. Johnson

RECEIVED
DEC 8 - 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
F. B. KLABOE

RECEIVED
NOV 16 1967
FOR FILING
U-168(24)
7463

November 16, 1967

2054

Mr. A. B. Millen
445 East Dartmouth
Gladstone, Oregon 97027

Dear Mr. Millen:

Reference is made to your letter of November 5 concerning suggestions for improving the traffic situation on McLoughlin Boulevard.

We appreciate your taking the time to pass along these suggestions and we assure you that they will be sincerely considered along with many other ideas before an eventual decision is made. As you know, it is our earnest hope that we will come up with the best solution to the problem from a traffic, cost and esthetic standpoint.

Again, thank you very much for your interest.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:erb

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. W. Rulien

REFERRED TO
Kla 6-02
BY DEPUTY STATE HIGHWAY ENGINEER

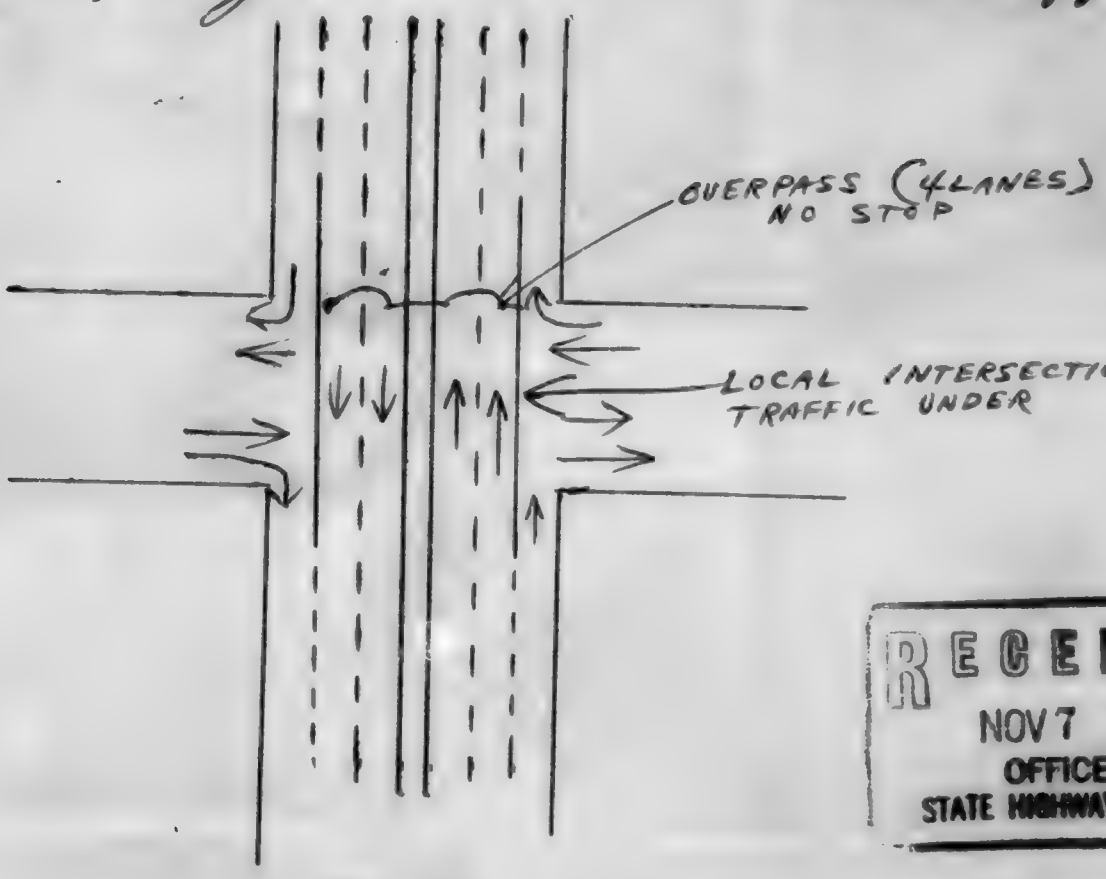
445 E. Dartmouth St
Gladstone, Ore. 97027
Nov. 5, 1967

6332

Dear Sirs,

Since I commute back & forth to Portland on 99E (McLoughlin Blvd), I am sending in an idea that might help the situation without buying & building a new freeway.

This idea would be to go to 6 lanes, eliminate all left turns & cross traffic - then at certain intersections to take 4 of the 6 lanes up & over the intersection - leaving local traffic to proceed without interfering the 4 lane thru traffic.



Porter

99E

I'm also enclosing a picture of the congested traffic

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Rees
Morelock
Scott
Wills
Litchfield
Olsen

RECEIVED
NOV 9 1967
CONSTRUCTION
DIVISION

Sincerely,
A. B. Millen
(Millen)

RECEIVED
NOV 7 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 7 1967
OREGON
STATE HIGHWAY COMMISSION

Grim Evidence of Crowded Traffic Condition

MAZE OF HEADLIGHTS and bumper to bumper driving is mute evidence of crowded driving conditions on McLoughlin Blvd., and other through streets in North Clackamas area used by many county residents. Any daily driver can well testify to the length of time it takes to drive from metropolitan area to his home. State Highway department and city planners are constantly looking new ways to solve traffic problems, but it is constant battle to see who will cars or people?

– Review staff photo by Bruce McCu

Evidence of Crowded Traffic Conditions

DLIGHTS and bumper to bumper driving is mute evidence of conditions on McLoughlin Blvd., and other through streets in area used by many county residents. Any daily driver can length of time it takes to drive from metropolitan area to his home. State Highway department and city planners are constantly looking for new ways to solve traffic problems, but it is constant battle to see who will win—cars or people?

– Review staff photo by Bruce McCurtain.

RECEIVED
OCT 24 1967
COMMISSIONERS
FOR FILING

GLEN [illegible]
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

U-168(24)
7463

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 23, 1967

Mr. John H. Schenk
Real Estate Representative
Shell Oil Company
1425 N. E. Irving Street
Portland, Oregon 97232

Dear Mr. Schenk:

This will reply to your October 20 letter requesting information concerning the probable acquisition date of your property on the Ross Island Bridge - Roadway Street Section.

I have discussed the matter with Mr. F. B. Klaboe, Assistant Highway Engineer, and he advises that the Ross Island Bridge - Roadway Section will be considered by the Highway Commission at its meeting next week. Should the Commission adopt the survey which has been made and authorize the right of way to be acquired, it would probably be sometime in the spring of 1968 before we would be in a position to appraise your property and thereafter undertake negotiations.

Very truly yours,

G. E. ROHDE
Chief Counsel

NOTED
F. B. KLABOE

D. H. Moehring
Right of Way Engineer

RECEIVED
OCT 23 1967
OFFICE OF
STATE HIGHWAY ENGINEER

DHM:JP
cc F. B. Klaboe
G. E. Rohde
J. J. Smith

RECEIVED
OCT 6 - 1967
FOR FILING
11-168(24)
7463
1977

October 6, 1967

Mrs. Barbara Jordan
4327 S. E. 9th Avenue
Portland, Oregon 97202

Dear Mrs. Jordan:

Re: R/W File No. 39804, Ross Island Bridge-Roadway Section, Pacific Highway East Multnomah County

Reference is made to your letter of September 19 concerning your property at the intersection of 9th Avenue and McLoughlin Boulevard in the city of Portland.

We have investigated the matter and find that our right-of-way people did in fact negotiate for your property but eventually ceased these negotiations when it appeared no mutually satisfactory settlement could be reached.

We will need the property for the future improvement of McLoughlin Boulevard. As you know, there were some objections raised to the plan during the public hearing and we are now in the process of making certain small revisions to our plan as a result of these objections. We expect to finish this work in the very near future and, if the final plan is eventually approved by the State Highway Commission, we will be in a position to reopen negotiations with you.

Thank you for bringing this matter to our attention.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
D. H. Moehring
A. E. Johnson

FBK:arb

FORM S-905—5M—7,60 SP*29811-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 29, 1967

SUBJECT: Right of Way File 39804
Ross Island Bridge-Roadway Section
Pacific Highway East
Multnomah County

To:
Mr. D.H. Moehring
Right of Way Engineer
Building

Attached is a copy of a letter from Mrs. Jordan in regard to subject file. On reviewing the file, it appears that we pulled off when it seemed condemnation would be necessary and we could not safely establish the limits of a partial taking if the need for a total taking was questioned. From discussion with Mr. Grothaus, we apparently were not too far apart when we dropped the file and possibly she would deal at this time.

I have discussed this with Mr. Young and am advised that money for this was set up when it was first authorized. I believe it would be appropriate to try to make a total taking at this time, and only go to a partial taking if condemnation is necessary and it is obvious that the need for the total taking will be questioned.

F.D. Morgan
Construction Engineer

By A.D. Olson
A.D. Olson
Urban Engineer

ADO:jr
Attach

cc: A.E. Johnson
F.E. Kiaboe

6070

SEP 21 67

REFERRED TO
Klein
BY DEPUTY STATE HIGHWAY ENGINEER

Mrs. Barbara Jordan
4327 S.E. 9th Ave.
Portland, Oregon 97202
Sept. 19, 1967

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Dear Mr. Coo per:

In regard to the property of Mrs. Barbara Jordan bordering on McLaughlin Blvd. file #39804.

I had been negotiating with the State Highway Dept. for my property bordering McLaughlin Blvd., but of late there has been no action on the part of the State.

I would like to know if the Highway Dept. is going to purchase said property, or can I start to develop it commercially? I have suffered a great loss in income while these negotiations have been pending.

Please inform me of your plans as soon as possible.

Yours truly,
Mrs Barbara Jordon

Routing

Morgan	Pease
Decker	Morelock
Bond	Trout
Barbee	Scott
Walker	Wills
Glenn	Litchfield
Swan	Olson

RECEIVED
SEP 22 1967
CONSTRUCTION
DIVISION

RECEIVED
SEP 21 1967
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Olson
Asst. Const. Engr.

FORM E-123X 10M 6-67

RECEIVED
DEC 5 - 1967
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HEL[illegible]
HELIX

U-168 (34).
7463

Sp

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 5, 1967

Oregon State Highway Commission

AGENDA
OCT 31 1967
30-3

Gentlemen:

On October 6, 1966, we received approval for the survey on the Sauvie Island Bridge-Roadway Section, Pacific Highway East in Multnomah County. After the survey approval, a decision was made that a hearing for those concerned was desirable; therefore, a public hearing was held July 17 - 18, 1967 and all problems arising from this hearing have been resolved.

The length of this project is 1.98 miles. The estimated construction cost is $2,700,000 and the estimated right-of-way cost is $1,350,000, for a total estimated cost of $4,050,000. Attached is a revised map of this project with the hearing data and dates changed. We recommend your approval and confirmation of the original survey approval.

This matter will be on the agenda for the October 31 meeting.

Very truly yours,

Ferrest Cooper

Ferrest Cooper
State Highway Engineer

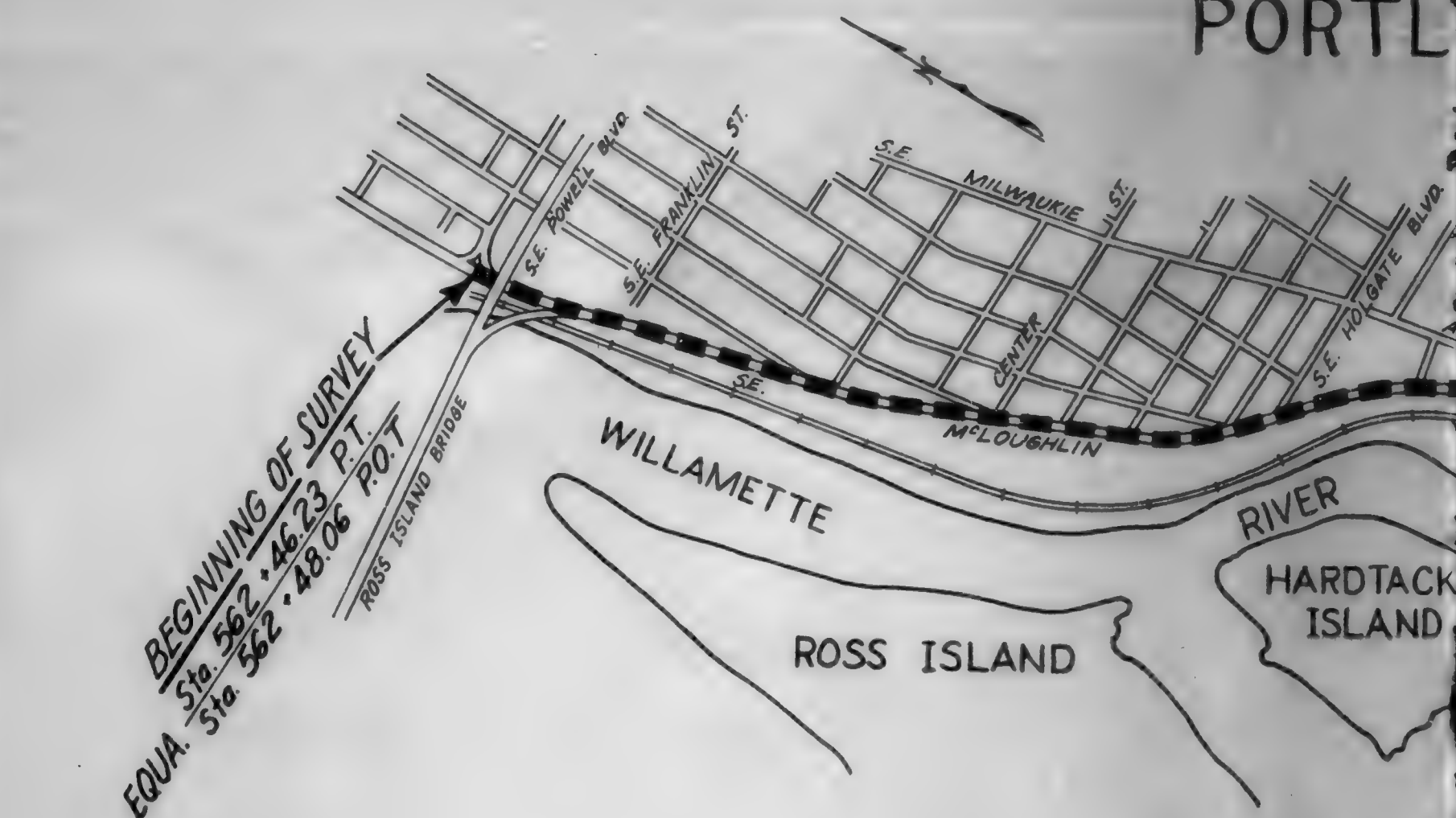
Attach.
cc Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
D. H. Moehring
L. W. Rulien

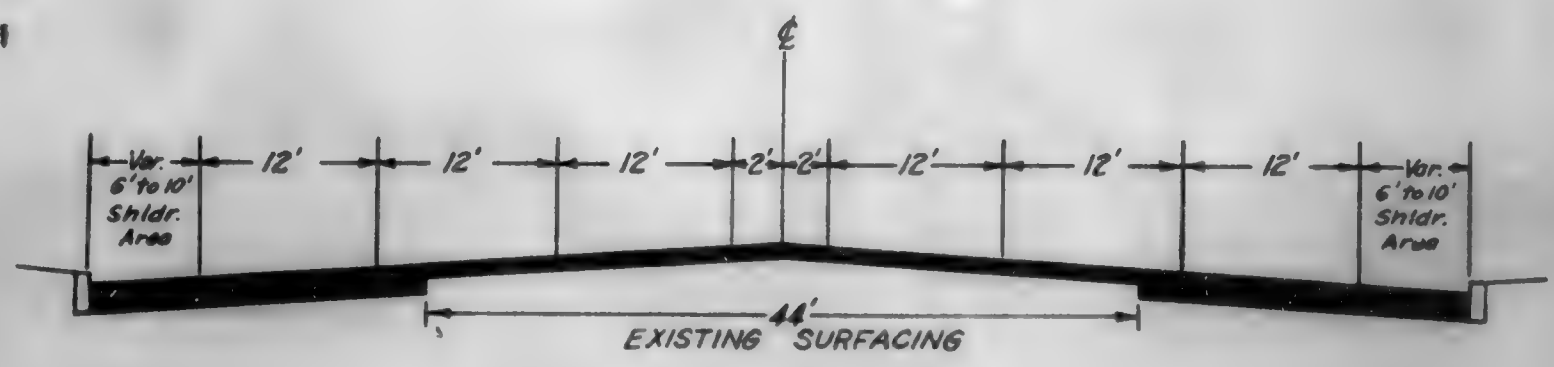
Maps in suspense

See Survey Resol. #324

NOTED
C. W. HEAD

PORTL





TYPICAL SECTION

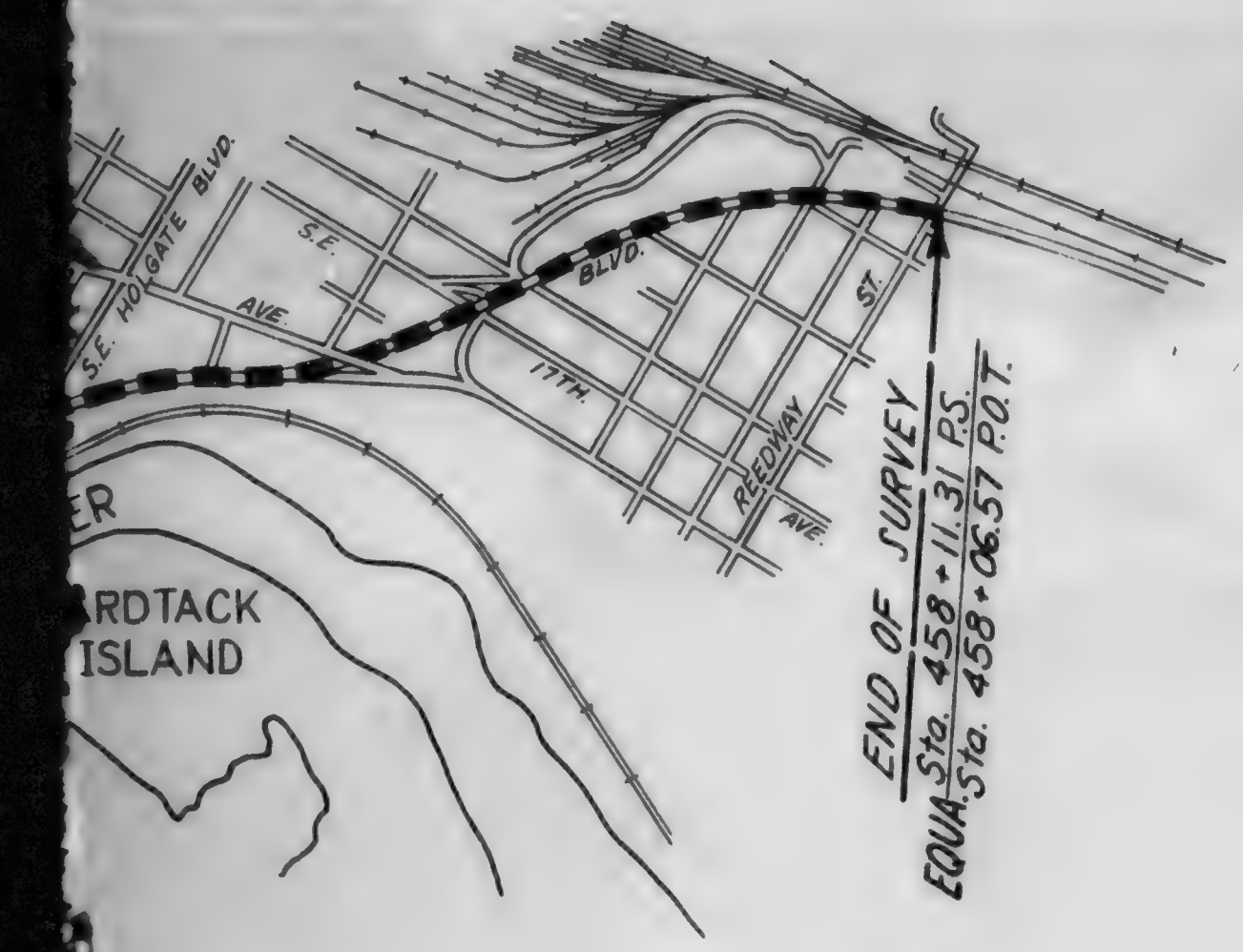
PUBLIC HEARING
SYSTEM ACTION
COUNT
STATE
BUREA
THROUGHWAY R
ACCESS CONTROL

APPROVED

1.98 Mi.

DRG. NO. IR-4-243

RTLAND



PUBLIC HEARING 7-17&18-67

SYSTEM ACTION

COUNTY None Required

STATE HIGHWAY COMMISSION None Required

BUREAU OF PUBLIC ROADS None Required

THROUGHWAY RESOLUTION ADOPTED November 3, 1948

ACCESS CONTROL Limited

APPROVED: SEP 21 1967

DEPUTY STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

SURVEY APPROVAL MAP

ROSS ISLAND BRIDGE-REEDWAY SECTION

PACIFIC HWY. EAST

MULTNOMAH COUNTY

DRG. NO. IR-4-243

SCALE: 1" = 1000'

DATE: Sept., 1966

FOR DETAILS SEE DRG. NO.

Revised Sept. 1967

Survey Adopted by Highway Commission 10-6-66

RECEIVED
SEP 14 1967
FOR FILING
U-168(34)
7463

September 14, 1967

Mr. Glenn L. Jackson, Chairman
Oregon State Highway Commission
Pacific Power and Light Company
261 Main Street
Medford, Oregon 97501

Dear Mr. Jackson:

In response to your request of this date, I give you the following information in connection with the interchange for moving traffic to and from McLoughlin Boulevard to the Clackamas Highway in the city of Milwaukie.

The interchange which feeds traffic southbound on McLoughlin to the Clackamas Highway and the reverse of this movement is a free-flowing facility designed for continuous nonstop movement of traffic.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fn

(copy to Portland Office)

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe

FORM E-123X 50M 7-66

RECEIVED
AUG 28 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH M. FRIDLEY, MEMBER
[illegible]
DAVID B. SIMPSON, MEMBER
PORTLAND

Fred W. Hill, Member
Helix

U-168(24)
7463

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 25, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon 97310

Dear Sir:

Under date of June 21, 1967, the Portland City Council was notified by letter of the Oregon State Highway Commission's proposed plans for right-of-way acquisition on the Ross Island Bridge-Reedway Section of the Pacific Highway East.

The letter indicated that the formal hearing would be held in the City Council Chambers in Portland, Oregon, on Tuesday, July 18, 1967, beginning at 2 p.m., and would be preceded by informal informational hearings on Monday and Tuesday at the Portland City Hall in Portland, Oregon.

Public notices were published in the various newspapers in the area on June 29, July 6, and July 13, 1967, respectively.

Copies of all correspondence on this matter and a transcript of the hearing are enclosed.

This certifies that the State Highway Department has held a public hearing in a convenient location for the purpose of enabling persons affected by or interested in this proposed project to express opinions as they desire pertaining to the proposed location of this section of highway and that the State Highway Department is considering the economic effects of the location in the light of the matters presented at the hearing.

Very truly yours,

H. S. Cox
County and City Engineer

By D. N. Harwell
D. N. Harwell
Assistant County and City Engineer

RECEIVED
AUG 25 1967
OFFICE OF
STATE HIGHWAY ENGINEER

DNHrwm
Encl.
cc: R. L. Porter
F. B. Klaboe
V. D. Wolfe
G. E. Bohde
L. H. Young
J. E. Morelock
R. H. Chase
I. [illegible]

RECEIVED
JUL 31 1967
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD

DAVID B. SIMPSON, MEMBER
PORTLAND

Fred W. Hill, Member
Helix

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
5821 N. E. Glisan
Portland 97213

July 26, 1967

Mr. Gene Phelps
1700 S. W. Broadway Drive
Portland, Oregon 97201

re: McLoughlin Boulevard Widening

Dear Mr. Phelps:

Your letter of July 19, 1967 addressed to our Milwaukie office has been referred to this office by Mr. Rulien. The letter had to do with the proposed closing of S. E. Brooklyn Street and resulting access problems along the south side of Powell Boulevard between 6th and 7th Avenues.

During the design stages on this project, traffic counts did not indicate sufficient justification for re-building the east to north-south to east connection. Also, much of the area north of the Ross Island Bridge will be served by the 7th and 8th Avenue connections to the Marquam Bridge, which will probably be completed at about the same time.

Presently, City streets immediately south of the bridge are closed to truck traffic, but the same passenger car movements are provided via City streets as now exist. A new street will be built about 200 feet south of Powell to connect 6th and 7th Avenues and provide circulation past your property. The 6th Avenue exit from Powell will be narrowed to discourage accidental entry. Please see the attached sketch.

NOTED
F.B. KLABOE

If your proposed development involves considerable truck traffic, we would appreciate your statement to that effect. If we can be of any further service in working out a satisfactory access, please feel free to call on us.

Very truly yours,

A. E. Johnson
Metropolitan Engineer

By
ORIGINAL SIGNED BY A. V. BENEDICT

A. V. Benedict
Assistant Metropolitan Engineer

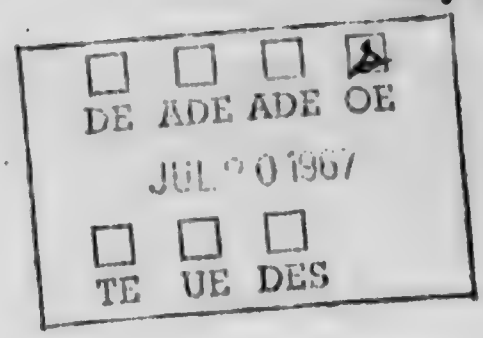
bc F. B. Klaboe ~~(enc)~~
F. D. Morgan
Wm. A. Bowes
L. W. Rulien
Roy Heing

AVB:sh
Enclosure

RECEIVED
JUL 27 1967
OFFICE OF
STATE HIGHWAY ENGINEER

July 19, 1967

State Highway Dept.
Division Engineer
9200 SE McLoughlin Blvd.



Gentlemen;

I was first made aware of your contemplated closure of SE Brooklyn in the July 19, 1967 Oregonian.

I recently purchased the property at 632/634/636 SE Powell Blvd. I have spent several thousand dollars getting the apartments at 632/634 into livable condition and had planned to spend a few more thousand on the store and the outside area.

Naturally I became quite alarmed at reading about the closure of Brooklyn St. This street is the only means of access to my property from the East Side. If Brooklyn is closed there is no legal way of parking, either on Powell oron Seventh, adjacent to my property when coming from the East Side of town without first travelling across the Ross Island Bridge and then turning around and coming back. All property owners will have the same problem from Brooklyn, East to Seventh (South side thereof) and then South on Seventh to Franklin West side thereof).

I assume this must have been given some thought and I would like to know how you have solved this problem.

Yours truly

Gene Phelps
1700 SW Broadway Drive
Portland Oregon 97201

cc; Mr. William Bowes
Mr. Lloyd Keefe

RECEIVED
JUL 3 - 1967

FOR FILING

U-168 (24)
7463

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
July 3, 1967

To: MEMO TO THE FILE

SUBJECT: Ross Island Bridge to
S. E. Reedway Street
S. E. McLoughlin Boulevard

On June 26, I appeared before the Portland City Council and explained to them the details of this project. Present for the City were: The Honorable Terry D. Schrunk, Frank Ivancie, Stanley Earl, William A. Bowes, Carl Wendt, Fred Fowler and Don Bergstrom. Appearing for the State Highway Department were: A. E. Johnson, L. E. George and the undersigned. There were also newspaper and television people present at this open meeting.

I went through the entire project and explained all the facets involved, including specific reference to the streets that would be closed and other traffic patterns that would be developed after the streets are closed.

I also discussed with them the proposal for a button-hook facility to serve Holgate Street.

The meeting was conducted on a very amiable basis and the gentlemen of the city asked numerous questions which were all answered to the best of our abilities. There appeared to be no controversial matter as far as the City personnel were concerned. The only conclusion I was able to discern was that we should get going and do the job as soon as we can.

I advised them also that we would hold public hearings on this matter in the City Council Chambers on July 17 and 18. They were agreeable to this time and stated that they probably would have a statement to make at such a meeting.

No discussion whatsoever was made concerning the "trees" which will not become an issue on this particular project.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper, F. D. Morgan, A. E. Johnson, R. L. Porter, H. S. Cox, Victor D. Wolfe, L. E. George

RECEIVED
JUL 12 1967

U-168(24)
7463

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
June, 1967

WIDENING VERSUS GRADE SEPARATIONS
Ross Island Bridge-Milwaukie Section
McLoughlin Boulevard - US99E

As on all at-grade traffic facilities, the signalized intersection is the limiting factor in the Ross Island Bridge-Milwaukie Section of McLoughlin Boulevard.

The first step in increasing capacity in the section was the installation of a computer type traffic signal system. This system has resulted in an estimated 20-25 percent increase in capacity through providing coordinated flow of traffic and directional signal preference based on the relative magnitude of the directional volumes. This method will give sufficient capacity for design year traffic volumes.

Over and above the improvements in the traffic signal system, another element of increased capacity can be provided through the construction of additional lanes on McLoughlin Boulevard. The needed capacity could also be provided by constructing grade separations and interchanges at major cross streets.

Widening of McLoughlin Boulevard to six lanes was chosen as the most practical and economical method of providing the required capacity. In order to provide any acceptable type of interchange facilities with grade separations, the right-of-way costs would be very high. Business establishments exist at most of the major intersections and, in many cases, it would be necessary to purchase these. It would be necessary to provide acceleration and deceleration lanes at all of the interchanges. This would necessitate six-lane sections through a large portion of the overall section. Further, the end product would

Klabos's comments
Portland City Council Meeting
June 26, 1967, 2:30 p.m.

be a semi-freeway which type has proven to be very hazardous because of the conflict between high-speed arterial traffic which operates as on a freeway and cross traffic from business establishments and minor streets.

The proposed six-lane section in conjunction with the existing computer signal system will produce adequate capacity with acceptable safety and with a minimum of ill effects to existing roadside development.

VPJ:ji

RECEIVED
OCT 10 1967

4-168(24)
7463

Salem, Oregon
June 9, 1967

F1(1)(28&44)
ke 639

File No. 40193
Ross Island Bridge-
S. E. Roadway Section
Pacific Highway East
Multnomah County

Mr. G. E. Rohde
Chief Counsel
B U I L D I N G

Attention: Mr. Earl F. Saling
Right of Way Office Manager

Attached for further handling are two fully executed copies of a detour permit from Portland General Electric Company allowing a detour on the above-mentioned section.

A conformed copy of this permit has been retained for the Commission's files.

Floyd Query, Secretary

lmr
Att. (2)

FORM S-30 80M 10-66

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 16, 1967

To: Mr. Floyd Query
Secretary
B U I L D I N G

SUBJECT: File No. 4C193
Ross Island Bridge-S. E. Reedway
Pacific Highway East
Portland General Electric Co.

On Page 5 of the November 22, 1966 Right of Way Resolution, the Commission approved payment of $100.00 for a temporary detour permit from Portland General Electric Company.

The Permit form was prepared for the acceptance of same by the Highway Commission. Since the permit is for a three (3) year period and should be placed of record in the official records of Multnomah County, we enclose the original and two copies of the permit with a request that you secure the Commissioners' signatures on same. The form as presented bears the signatures of the Staff Attorney, Chief Counsel and Assistant State Highway Engineer.

Please return the original and one copy of the executed permit to this office for further processing, keeping the second copy for your records.

Earl F. Saling.

EARL F. SALING
Right of Way Office Manager

RK:jm
encs. Detour Permit in
triplicate

APPROVED BY HIGHWAY COMMISSION
DATE Nov. 22, 1966 by R/W Resolution page 5
Floyd Query
Secretary

RECEIVED
APR 5 - 1967
FOR FILE

U-168(24)
7463

April 5, 1967

Mr. L. B. Holm
1635 - 48th Street
Milwaukie, Oregon

1527

Dear Mr. Holm:

Re: Ross Island Bridge-S. E. Roadway
Section, Pacific Highway East
Multnomah County

This is in reply to your letter of March 16 regarding suggestions for the improvement to McLoughlin Boulevard.

As you are aware, it has become necessary that a revision to the present facility be made in order to adequately handle the traffic volumes. At present, the Highway Department is studying all possibilities for such a revision. No decision has, as yet, been made as to what the final design will be.

We thank you for your concern and suggestions.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan

DNS:jr srb

REFERRED TO
Adrian
BY SECRETARY

State Highway Commission
Salem,
Oregon.

March 16, 1967
Milwaukie, Ore.

attention: Chairman.

5074

Subject: McLaughlin Boulevard
U.S. Highway 99.

MAR 20 67

Route

Gentlemen:

I am firmly convinced that your plan to widen McLaughlin is wrong.

One - What will you do with the traffic after you get to Hawthorne?

Two - McLaughlin is plugged by traffic lights, put up by the Department to speed traffic flow

The undoing is apparently to install overpasses at Milwaukie's ~~Jefferson~~ Harrison St, and Milport, again at Tacoma Street, an underpass for the SP for their Brooklyn Yard.

-Their another Overpass - exchange
at S. E. 17th.

The problem at Holgate can be solved easily by an underpass to serve Holgate. Also the same underpass should serve the Ross Island people (I am in no way connected with them or their industry)

Here on into downtown the problem gets sticky, a problem that needs concerted action by City, Portland and the State

I do believe that Mc Laughlin will carry the load if this is done. For if you widened McLaughlin to 12 lanes and kept the light your problem would remain

In the six years I've lived in the Milwaukie area I've "idled"

away enough gasoline taxes ~~to~~.
almost big the cement to build one overpass.

I feel that the overpasses come first, reserving right of way if it proves needed for later.

With I20's coming in, it will reduce the load on McLaughlin, and other local traffic will also be diverted to I205

Conceivably you could convert Milwaukie Avenue to a Southbound, McLaughlin Northbound. This route appeals to me in that there is less high value property to condemn.

It disturbs me no end to lose our plantings - it disturbs me more when the Commission is so hog stubborn about it. It meaning

the sentiments of the people of Milwaukie -

I insist that you study the proposal of the overpasses, and most of all remove the ill timed traffic signals. The reduction of auto insurance rates for the area would be segnificant, just from rear end collisions alone.

I wish you'd each one of you go to Milwaukie at 7:45 sharp - have an urgent appointment in Portland for 8:30 — and not have to apologize for tardiness.

I don't like the idea of picking a solution out of a hat - blindfolded, and making the people take it

Very truly yours -

L B Hamm
1035 [illegible] St.
Milwaukie, Oregon

FORM S-123

RECEIVED
APR 1 - 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID H. SIMPSON, MEMBER
PORTLAND

11-168(24)
2463

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
5821 N. E. Glisan
Portland 97213

NOTED
F. B. KLABOE

March 28, 1967

Romaine and Bryant
Attorneys at Law
1238 S. W. Morrison Street
Portland, Oregon 97205

Attention: Mr. Garret L. Romaine

Dear Mr. Romaine:

Reference is made to your letter of March 23, 1967 relative to the proposed widening of S. E. McLoughlin Boulevard in the vicinity of the Cavette residence at 4301 S. E. 9th Street.

I certainly did not intend to imply that construction on this section will have commenced within the next 12 months. As I indicated in my letter to you of March 13, our plans for this project have not been completed and neither financing nor construction has been programmed as of this date. It is therefore impossible to advise you just when we will contract this project.

When our plans have been completed and when funds have been authorized for the purchase of right of way, Mr. and Mrs. Cavette will be contacted by our Right of Way Department relative to acquisition of any necessary property.

Very truly yours,

Original Signed by A. E. Johnsor

A. E. Johnson
Metropolitan Engineer

RECEIVED
MAR 30 1967
OFFICE OF
STATE HIGHWAY ENGINEER

AEJ:sh

bc F. B. Klaboe
Roy T. Heins

NOTED
F. B. KLABOE

RECEIVED
MAR 28 1967
FORM E-30 6M 5-66 SP*6470-724
FOR FILING

U-168(24)
7463

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
March 24, 1967

SUBJECT:

To: Tom Edwards
Assistant State Highway
Engineer
B U I L D I N G

This letter is to advise you that Mr. Klaboe requested the material that we had worked up on a possible left turn out-rigger at the intersection of McLaughlin Blvd. and Holgate. You and I had discussed the possibility of working this out-rigger in conjunction with signals not only at Holgate but at the entrance of Ross Island Sand and Gravel. I found that it was possible to provide this type of left turn path without disturbing the adjacent property too much.

There is a considerable slope which might require some retaining wall construction. There is also a dedicated street that will have to be kept open, since it provides access to a storage yard and to a boat moorage. We also found that the proposed signal at the Ross Island Sand and Gravel access would fit into the signal progression as an extension of the computer system which now ends at Holgate.

Mr. Klaboe took the material that we had worked up and gave it to Mr. Barbee with instructions to see if it was practical to construct.

L. E. George
Assistant Traffic Engineer

LEG:mk

cc: F. B. Klaboe

NOTED
TOM EDWARDS

RECEIVED
MAR 24 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FILE
MAR
FOR

U-168(24)
7463

March 24, 1967

Mrs. Violet Ury
Secretarial Services
120 Jefferson Street
Oregon City, Oregon

Dear Mrs. Ury:

This is in reply to your letter of March 20 regarding a possible solution to the traffic congestion on Highway 99E in the city of Portland.

As we have replied to others, the construction of four lanes on a viaduct over the present highway is possible, but would be most costly. Highway 99E is a surface highway serving the local residents and businesses. For an elevated highway to operate under such circumstances it would be necessary to construct numerous ramps to the street level. If such a structure were built, the damages paid to property owners on either side would be very great due to the restriction of light and air. These two features make the plan almost prohibitive costwise. Further, elevated highways are frowned upon by city governments who must approve such plans.

We thank you for taking the time to make your suggestion known to us.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

VDW:mc
bc Forrest Cooper
R. L. Porter
F. D. Morgan

Violet Ury

SECRETARIAL SERVICES

STENCILS CUT - MIMEOGRAPHING - ENVELOPE ADDRESSING
ANSWERING SERVICE - REASONABLE RATES

120 JEFFERSON STREET OREGON CITY, ORE.

OLIVE 6-4177

-5085

MAR 21 67
REFERRED TO
BY DEPUTY STATE HIGHWAY E

Please answer

March 20, 1967

Mr. Forest Cooper
Chief Engineer
State Highway Commission
Salem, Oregon

Dear Mr. Cooper:

Much has been written in the paper about the widening of 99E (McLoughlin Blvd.,) in the Milwaukie area and the objection to the removal of the beautiful trees.

I would like to submit this suggestion to you and ask if you think it has any merit. No additional land would have to be acquired IF an overhead ramp were built for those wanting a direct route from Portland to points south, i.e. Milwaukie-Oak Grove-Oregon City. No trucks should be allowed to travel the overhead route because of weight; only a minimum of off/on ramps in the various DIRECT destination routes. The center of the present highway already has a strip where concrete pillars could be erected for added support and steel could be used for outside support, railing, etc.

I realize this suggestion has many variances which would have to be thoroughly discussed pro and con but the general idea seems to be a solution and a workable one to alleviate the traffic jams occurring at peak traffic periods. Off and on ramps would be a big question but seems to be a much easier solution, and less expensive, than additional land purchases, or even an entirely new freeway.

I will be interested to hear from you as to your reaction to this suggestion. No doubt it is not a new one to your department and I realize I should have written this long ago when it was first mentioned, but time is something too few of us have.

Thank you for your time and attention to this.

Sincerely,

(Mrs.) Violet Ury

/vu

RECEIVED
MAR 21 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 15 1967
COMMISSIONERS
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

11-16-8(24)
7463

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
5821 Northeast Glisan Street
Portland, Oregon 97213

March 13, 1967

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

Mr. Garret L. Romaine
Romaine and Bryant
Attorneys at Law
1232 S.W. Morrison Street
Portland, Oregon 97205

Dear Mr. Romaine:

This will acknowledge your letter of March 2, 1967 requesting the present status of the proposed widening of S. E. McLoughlin Boulevard as it will affect the property owners located adjacent to the Ross Island Sand & Gravel Company plant. You indicated to me by telephone that you are interested in the property owned by Mr. and Mrs. Cavett, who are located across McLoughlin Boulevard from the Ross Island Sand & Gravel Company.

I would refer you to a letter addressed to you and signed by Mr. F. B. Klaboe, Assistant State Highway Engineer, indicating that we are definitely planning to widen McLoughlin Boulevard and that our planning was still in the preliminary stage and financing has not been approved as of this date for construction.

We are in the process of attempting to design a suitable traffic pattern for the Ross Island Sand & Gravel Company, as well as for highway traffic at the intersection of McLoughlin and Holgate. Preliminary studies indicate that a portion of the Cavett property will be required, but since our plans are in a preliminary state and subject to change, we cannot at this time advise you the exact taking.

Very truly yours,

Original Signed by A. E. Johnsor

A. E. Johnsen
Metropolitan Engineer

NOTED
F.B. KLABOE

AEJ:sh
bc F. B. Klaboe
Roy T. Heinz

RECEIVED
FEB 28 1967
FOR FILING
U-168(24)
7463

February 28, 1967

Mr. Garret L. Romaine
Romaine and Bryant
Attorneys at Law
1232 S. W. Morrison Street
Portland, Oregon 97205

Dear Mr. Romaine:

Your letter of February 15 asked us to advise you of the present status of the proposed widening of S. E. McLoughlin Boulevard. We are definitely planning to improve this highway in order to accommodate a greater volume of traffic. I am sure you will agree that this is necessary.

However, we are still working on preliminary proposals and, therefore, cannot advise you of any definite plan. Furthermore, no financing has been approved for construction.

I am certain that you and your client realize that the wide-open access to the Ross Island Cement Company plant constitutes a serious hazard to the road user and a severe impediment to the free flow of traffic. We are studying methods of eliminating or lessening these conditions but, as yet, we have nothing concrete to discuss.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb
cc: Forrest Cooper
Victor D. Wolfe
D. H. Moehring
L. W. Rulien
R. L. Porter
F. D. Morgan
A. E. Johnson

ROMAINE AND BRYANT
ATTORNEYS AT LAW
1232 S.W. MORRISON STREET
PORTLAND, OREGON 97205

226-4181

GARRET L. ROMAINE
LON N. BRYANT

4889

18 67

RECEIVED
FEB 16 19[illegible]
LEGAL & RW

February 15, 1967

REFERRED TO
[illegible]
BY DEPUTY STATE HIGHWAY [illegible]

Real Property Department
Oregon State Highway Department
Salem, Oregon

Gentlemen:

We have been consulted by property owners who are located adjacent to the Ross Island Cement Company plant near S. E. Holgate Blvd. on S. E. McLoughlin Blvd.

On the information available to this office it would appear that your agency is considering the location and widening of S. E. McLoughlin Blvd. It would be greatly appreciated if you would indicate the present status of the project and when actual construction is likely to take place.

Very truly yours,

Garret L. Romaine

GLR:jr

NOTED
D. H. MOEHRING

RECEIVED
FEB 1[illegible] 1967
RIGHT OF WAY

RECEIVED
MAR 1 - 1967
FOR FILING
11-168(24)
7463

1410

February 28, 1967

Mr. James C. Dezendorf
McCulloch, Dezendorf & Spears
Attorneys at Law
800 Pacific Building
Portland, Oregon 97204

Dear Mr. Dezendorf:

Re: Holgate Interchange, Rose Island Bridge--S. E. Roadway Section
Pacific Highway, Multnomah County

This is in reply to your letter of February 8 regarding our proposed interchange design at Holgate.

You mention that our preliminary design west of the proposed underpass at Holgate is too sharp for the 125-foot prestressed concrete beams. This point has not been brought out in previous meetings with our staff but it appears that said curve is not as sharp as the present moves made in entering McLoughlin Boulevard northbound or at various city street corners.

We do realize that a problem exists between our facility and the Rose Island Sand and Gravel Company. Any plans which have been shown are preliminary and still under study and it is hoped an equitable solution will be worked out.

Thank you for calling the matter to our attention.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Glenn L. Jackson (Enc.)

Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
A. E. Johnson (Enc.)

DNS:jr srb

Routing

Morgan
Decker
Barbee
Walker
Olson
Swan

Page 4849

Morelock
Trout

FEB 10 67

McCOLLOCH, DEZENDORF & SPEARS
(DEY, HAMPSON & NELSON)
(KOERNER, YOUNG, McCOLLOCH & DEZENDORF)
ATTORNEYS AT LAW
800 PACIFIC BUILDING
PORTLAND, OREGON 97204
CAPITOL 6-6151

RECEIVED
FEB 11 1967
CONSTRUCTION
DIVISION

CLARENCE J. YOUNG
OF COUNSEL

FRANK C. McCOLLOCH
JAMES C. DEZENDORF
FRANK H. SPEARS
JOHN GORDON GEARIN
WILLIAM F. LUBERSKY
HARRY J. DeFRANCO
GEORGE B. CAMPBELL
EDWIN L. GRAHAM
JOHN P. BLEDSOE
JAMES D. TREDUP
HERBERT H. ANDERSON
OGLESBY H. YOUNG
WAYNE HILLIARD
JAMES H. CLARKE
LEWIS K. SCOTT
RICHARD S. BORST

DOUGLAS H. STEARNS
GEORGE L. WAGNER
KENNETH M. JUDD
HAYS C. ROGNETTE
STANLEY R. LOEB
MICHAEL H. HOLMES
GEORGE L. KIRKLIN
LEIGH D. STEPHENSON
JOHN H. BORTON
JOHN C. WRIGHT, JR.
O. MEREDITH WILSON, JR.
PETER L. BARNHISEL
ANTHONY J. BARKER

February 8, 1967.

REFERRED TO
[illegible]
BY DEPUTY STATE HIGHWAY ENG.
Please handle

Glenn L. Jackson, Chairman,
Oregon State Highway Commission,
Salem, Oregon

Dear Glenn:

I represent Ross Island Sand & Gravel Company which has its main plant on the west side of McLoughlin Boulevard opposite Boise Street.

About a week ago some engineers with the Highway Department came over to the plant and showed Mr. Muirhead some "preliminary" plans for the widening of McLoughlin to six lanes from the present four lanes in front of the Ross Island plant.

These preliminary plans call for an underpass just south of the Ross Island plant where the present stop light is and the curve from the north into the underpass is so tight that Ross Island would be unable to get out its 125' long prestressed concrete beams which are used in many State Highway overpasses and underpasses.

In addition, using the underpass with premixed concrete trucks would add almost an additional mile for deliveries north of the plant.

Two simple solutions appear to me. One is to separate the new three north bound and south bound lanes in front of the Ross Island plant with a turning island and perhaps a signal so that trucks and prestressed beams can get in and out.

The other is an overpass rather than an underpass closer to the Ross Island plant.

Based upon earlier assurances that their access would not be disturbed, Ross Island has just completed a new $300,000 facility for servicing their premixed trucks and other heavy vehicles.

Mr. Jackson, sent to Mr. Cooper 2-7-67

In addition, Ross Island's source of supply for sand and gravel is in the river immediately below the plant and if access to this plant is interfered with they are practically out of business.

It seems to me that something must be done now while the plans are in the preliminary stage to solve this problem.

With kindest regards,

Sincerely,

RECEIVED
MAY 16 1967
FOR FILING

FORM E-30 8OH 10-66 SP°23401-734

11-168 (24)
1463

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
February 23, 1967

To: Mr. E. S. Hunter
Maintenance Engineer
Salem

SUBJECT: McLoughlin Boulevard
99E
Milwaukie to Oregon City

This relates to your recent request for a "cheapy" estimate of cost for six-laning the subject highway between the 7th Street intersection in the southerly portion of Milwaukie and the Clackamas River Bridges in the northerly edge of Oregon City. The section under consideration is approximately five miles in length and includes six intersections which are signalized and an additional four intersections which are channelized but not signalized.

For the most part, access to McLoughlin Boulevard through this area is pretty much wide open. Also, drainage is a problem and needs to be corralled by means of curb and storm sewers.

A rather close inspection of the existing pavement that lies outside of the original portland cement concrete pavement and which is subjected to traffic indicates considerable distress. Your guidelines for the estimate, as I recall, were to provide an additional 12' lane and 4' shoulder. I would estimate the cost of such a proposal, not including necessary provisions for drainage and access control, to be $100,000 per mile, and would not recommend that such a project be undertaken at this time due to the fact that we will be restricted to four lanes at both the north and the south end of the project until additional lanes are provided over the Clackamas River at Gladstone and until additional lanes are provided under the Tillamook Branch overcrossing in Milwaukie. In addition, it would appear that with no access control for separation between the wide open frontage and the outside travel lane that six moving lanes would be hazardous. Analysis of the signalized intersections indicates that we are not at this time suffering from a capacity problem on this particular section but that we could be within a five-year period.

L. W. Rulien
Division Engineer

NOTED
TOM EDWARDS

BWK:lh

Larry
The length of this section is not good. Suggest get without part where it is.
RTH

Copy Hunter
Copy-Rulien
5-16-67

MAINTENANCE ENGINEER
RECEIVED
FEB 24 1967
ME AME AME OE AG

RECEIVED
FEB 15 1967
FOR FILING 4-168 (24)
7463

NOTED
R. L. PORTER

File copy

OREGON COUNCIL OF ARCHITECTS, A I A

THE AMERICAN INSTITUTE OF ARCHITECTS • OREGON CHAPTER • SOUTHWEST OREGON CHAPTER • SALEM CHAPTER

Adenum

8 February 1967

Mr. Glenn L. Jackson, Chairman
Oregon State Highway Department
9200 S.E. McLoughlin Blvd.
Milwaukie, Oregon

Re: Proposed widening McLoughlin Boulevard - Milwaukie to Portland, Oregon

Dear Mr. Jackson:

Over the past year or two there has been repeated discussion amongst local citizens, garden clubs, newspapers and other design conscious groups on the topic of the proposed widening of McLoughlin Boulevard between Portland and Milwaukie.

The existing four lane roadway is proposed to be widened to six lanes and in the process two rows of really beautiful and well established trees will have to be removed.

Last fall, as President of the Portland Chapter A.I.A., I wrote to the Highway Department expressing my concern over this project. A copy of the Division Engineer's reply is attached. To say that there is no survey underway for the area in question may be accurate, but it implies a false sense of security for those of us that are concerned over the design as well as the needs of the proposed widening.

I do not have A.D.T. counts on McLoughlin, but I do drive that way at all hours of the day and night. It can't be denied that traffic is bumper to bumper during the morning and afternoon rush hours, but during all other times of the day, a driver finds it difficult to stay within the posted speed the traffic flows so smoothly.

Driving time from Milwaukie to Portland takes about 15 to 20 minutes, (depending upon lights) during 22 hours of the day and for the other two it takes 25 to 30 minutes. Does a 10 minute savings in time really warrant the millions that are to be spent on the widening, not to mention the distruction of one of the most beautiful streets in Portland. Along this stretch McLoughlin is really and truly a boulevard. I am yet to be convinced that it needs be destroyed to convenience two hours of traffic at a savings of 20 minutes of driving time. There just has to be another alternative.

ADDRESS REPLY TO:

**Original mailed to Jackson 2-10-67 with following note:
No surveys have been made. No plans formulated. Public hearings will be held on all segments of this highway at the appropriate time.
F. C.**

NOTED
FORREST COOPER

Mr. Glenn L. Jackson, Chairman
Oregon State Highway Department
8 February 1967

If we can probe outer space and the depths of the ocean, we can surely find more creative solutions to our local highway problems..

In veiw of the fact that a contract has been awarded for the remodeling of the Ross Island Bridge overpass, I feel that some high level conversation on the balance of the project would not be out of order. I of course realize that you and the other members of the commission are extremely busy as are all of us, but on behalf of the Oregon Council of Architects, A.I.A., I would like to request a local hearing, perhaps in Milwaukie, to explain and discuss all aspects and alternatives of the widening of McLoughlin Boulevard.

Respectfully yours,

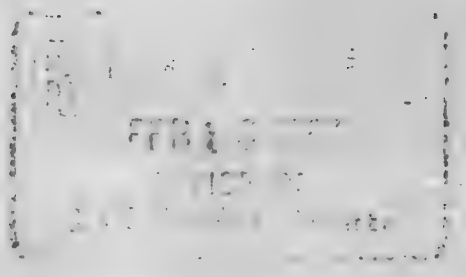
John W. Broome

John W. Broome, President
Oregon Council of Architects, A.I.A.

Encl. 1.

c.c. Dr. David Charlton, President
Oregon Roadside Council

Mrs. Rich Pennel, Secretary
Oak Grove Garden Club



FORM E-129

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. RIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
~~SALEM 97310~~
P.O. Box 02157
Portland 97202
November 16, 1966

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

Mr. John W. Broome, President
The Portland Chapter, Inc.
The American Institute of Architects
605 Park Building
729 S. W. Alder Street
Portland, Oregon 97205

Dear Mr. Broome:

We appreciate your interest in the trees along McLoughlin Boulevard and your expressed desire to be of help in determining a plan which fits the existing culture. I am by a copy of this letter letting others that may become involved in this work know of your interest.

The Department at this time does not have under way a survey for the improvement of McLoughlin Boulevard through the area bordered by trees. The need for expansion of this facility in the future to accommodate the volumes of traffic is, of course, self-evident; and we do have under way a survey on McLoughlin Boulevard from the Ross Island Bridge south to Reedway.

You may be assured that we are not unaware of the importance of aesthetics and that we will give very thoughtful consideration to the trees at such time as we undertake a project here. I think to a certain extent that the Department's concern for aesthetics is illustrated by some of the very trees in question. These Sequoias were planted by the Department around 1936.

Thank you again for your interest.

Yours very truly,

L. W. Rulien
Division Engineer

LWR:lh

cc: Forrest Cooper
A. E. Johnson

BUREAU OF
JAN 26 1967

FORM S-30 REV. 10-65 SP*23401-734

FILE
11-168 (04)
7463

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 18, 1967

SUBJECT:

To: MEMO TO FILE

L

On this date, I discussed the following items with G. M. Williams, Director of Engineering, Bureau of Public Roads, in his office in Washington, D. C:

(1) The controversy that we are having with the Bureau over Executive Order 11258 - Prevention, Control, and Abatement of Water Pollution by Federal Activities.

Mr. Williams suggested several possible "compromises", none of which I could see the relationship of the State and Federal Government in this matter; namely, the State taking the risk and the Federal Government remaining aloof. I told Mr. Williams that this was the basis of our objection and asked that some consideration be given to either modifying the ruling to fit our laws or that the Bureau assume the financial responsibility.

Mr. Williams promised to study the matter and give me the word at a later date.

(2) I discussed with Mr. Williams the matter of acceptance, as a completed project, the John Day Bridge reconstruction in Gilliam County, I-80N.

Mr. Williams discussed the financial aspects of this matter at some length. I told him that I would furnish to him the cost participation in the original construction which I have done.

Mr. Williams said he would review the matter and issue an order at a later date. He

also stated that it was his thinking that if we intended to bring suit against the Corps of Engineers, the Federal Government would have to withhold payment of Emergency Funds until this matter had been adjudicated.

(3) I discussed the matter of rebuilding interchanges on I-5 as a part of the reconstruction to six lanes of the Willamette River-Barbur Boulevard Section in Clackamas and Washington Counties. I gave Mr. Williams a copy of our sketches showing the present impaired clearance and what we proposed under the reconstruction. I also informed him as to the costs and requested approval of the revised package.

Mr. Williams was unable to give me the answer but said that he would study the matter, discuss it with his people, and give us the word.

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
F. B. Klaboe
Tom Edwards
Victor D. Wolfe

RECEIVED
JAN 13 1967
FOR FILING

U-168(24)
7463

January 12, 1967

The Honorable William A. Bowes
Commissioner of Public Works
City of Portland
City Hall
Portland, Oregon

Dear Commissioner Bowes:

Reference is made to your letter dated December 7, 1966, concerning our proposal to widen S. E. McLoughlin Boulevard south from the Ross Island Bridge to S. E. Rexhuy Street.

We have been working on the survey for this section for several months. The work will not be completed for some time yet and I would like to delay any meeting between the City and the State until we have advanced the plans further.

As far as the work south of Rexhuy to the city of Milwaukie is concerned, we have done very little to date. When we have had more time to study this area, we will contact you and arrange a meeting to discuss the matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. E. Kiskee
Assistant State Highway Engineer

FEK:mrb

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe (FEK 1258)
F. D. Morgan

WILLIAM A. BOWES
COMMISSIONER
DEPARTMENT OF PUBLIC WORKS

G. J. LINDSTEDT
CHIEF OF OPERATIONS
NORMAN R. DRULARD, P. E.
CITY ENGINEER

CITY OF PORTLAND
OREGON

December 7, 1966

RECEIVED 4525
Klabon
BY OREGON STATE HIGHWAY DIV.

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cooper:

Under date of October 26, 1966, Mr. Floyd Query, Secretary, Oregon State Highway Commission, submitted a copy of Survey Resolution No. 324 concerning improvement on the Ross Island-Reedway Section of the Pacific Highway East, commonly called S. E. McLoughlin Boulevard. This plan calls for the widening of S. E. McLoughlin Blvd. from its present four 10-ft. lanes to six 12-ft. lanes, with a 4-ft.-wide divider and 10-ft. shoulders.

State has prepared plans for the reconstruction of the east approach to the Ross Island Bridge and the S. E. Milwaukie Avenue overpass to accommodate the widened highway. Bids will be received on these structures on December 15. The City Engineer is now checking these plans, and the approved copies should be in your hands prior to the contract awards. The City staff has studied the preliminary map of the proposed widening together with the suggested street closures. It is their opinion that the plans are satisfactory, with the exception of access to the Ross Island Sand and Gravel Co. property. It is their understanding that this access, together with the S. E. Holgate St. underpass, are still under study. Agreement forms have not yet been submitted to City by State and, since actual widening work will not be started during this fiscal year, it would be well to include the final plans in such agreement forms. The City will have to hold a public hearing on the street closures before such agreements can be signed by City officials.

While the section of S. E. McLoughlin Blvd. south of S. E. Reedway will not be undertaken for at least two years, the knowledge by the public that such a plan is contemplated has raised considerable discussion with regard to the possible cutting of the beautiful oak trees inside the City and also the redwoods in the Milwaukie area south of Portland city limits. At the suggestion of some members of the City Council, a plan has been prepared for the section of the highway between S. E. Reedway and S. E. Nehalem Street, which

plan would eliminate the necessity for removing the trees and would thus provide a beautiful access route into the City from the southeast.

Transmitted under separate cover are three prints of the proposed plan, as approved unanimously by the City Council, for your consideration and study with a request for a conference at an early date between State and City to discuss the problem. Briefly, the plan calls for the following essential details.

1. Southbound from S. E. Reedway to the vicinity of the Labor Retirement Home, the plan calls for the extension of the State's plan for three 12-ft. lanes and a 10-ft. shoulder, with the possibility of acquiring a 20-ft. strip along the westerly curb line for the continuation of the tree planting and landscaping.

2. Along the east side, the plan calls for two 12-ft. lanes with a 10-ft. shoulder, then an 18-foot parking strip with the existing trees and landscaping to be provided, with necessary irrigation system. East of this, a 21-ft.-wide road would be provided for one lane of traffic northbound which would connect into the three-lane roadway, just south of S. E. Reedway.

3. In the vicinity of S. E. Bybee Blvd., the southbound roadways would also change to conform to the northbound roadways, i.e. two 12-ft. lanes in the center with 10-ft. shoulders, an 18-ft. parking strip, and a side roadway 26-ft.-wide to allow for access to and from S. E. Bybee Blvd. overpass.

4. Northbound and southbound ramps are shown along the east side of the northbound outside roadway, connecting to S. E. Bybee Blvd. overpass, on property already owned by City.

5. South of S. E. Bybee Blvd., the construction would be similar on both sides, as far south as S. E. Nehalem St.

6. From S. E. Nehalem Street south to the City limits, the plan would be changed to the standard 6-lane section so designed that it would fit into the proposed Tacoma Avenue grade separation project. A plan setting forth the suggestions of the City for this area will be submitted at a later date for your consideration, as well as for the consideration of Multnomah County.

7. Between S. E. Bybee Blvd. and S. E. Nehalem Street, the necessary 35-ft. strip of right-of-way for the development of the plan would be dedicated by the City.

8. Between S. E. Reedway and S. E. Tacoma Street, the necessary 35-ft. strip of right-of-way would have to be acquired from the Southern Pacific Co. except for the land owned by the City in the vicinity of S. E. Bybee Blvd.

9. In the area south of the city limits, which is in the City of Milwaukie, no plan has been worked out by the City of Portland. However, a study of the area indicates that there is ample right-of-way available between the two service roads on each side of the existing highway to provide the same four-lane roadway in the center with two parking strips which would have the redwood trees in the center and the extra lane in each direction between the service roads and the parking strips.

Because of the elevation of the main highway, it may be necessary to lower the grade of the side lanes so as to avoid the necessity of filling around the trees. If any fill was found necessary, the trees could be protected by the use of large concrete split pipe sections.

The City Council feels that the preservation and enhancement of this beautiful entrance to the City of Portland is of such importance that any extra cost for additional right-of-way and improvement could well be covered under the Federal Highway Beautification Act.

Please be assured that the City of Portland is ready and willing to cooperate with the State Highway Department in obtaining approval of this highly important project.

Yours very truly,

Wm. A. Bowes
Commissioner of Public Works

WAB:FTF:DL

cc: C. J. Wendt
D. E. Bergstrom
N. R. Drulard
L. T. Keefe

RECEIVED
DEC 9 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 17 1966
HIGHWAY ENGINEER

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

U-168(24)
-1463

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 14, 1966

Portland Traction Company
1635 S.E. Water Avenue
Portland, Oregon

Attention: Mr. Phil Adams
Manager

Subject: Reconstruction of East Approach
Ross Island Bridge
Pacific Highway East
Br. No. 6767A

Gentlemen:

A construction contract for the widening of McLoughlin Blvd., Pacific Highway East, will require the reconstruction of the east approach to the existing Ross Island Bridge to provide additional horizontal and vertical clearances. Because of the great volume of traffic on the Ross Island Bridge, it is necessary to provide a detour during the construction operations to carry westbound traffic.

I am enclosing 7 prints each of our Dwgs. Nos. 22552 and 22554 which indicate the proposed construction. During this construction project, the detour for westbound traffic will be constructed on the north side of the existing bridge and will encroach upon the right of way owned by Portland General Electric Company and under easement to your company for trackage. I am enclosing 7 letter-sized sheets indicating the easement requirements for this temporary detour. The area involved is indicated in orange tint and contains approximately 280 square feet with a beginning point 27' north of the center line of the existing Ross Island Bridge at Sta. 46+52.

Construction clearances are indicated on Dwg. No. 22554 and show clearances well in excess of minimum PUC clearances.

At our meeting on November 3rd, it was the belief that the State could get a permit of entry for this temporary construction. Also at this time, I indicated to you that 6 months would be ample for a construction time. A review of the plans and the stage construction involved, leads me to think that we should have a permit of entry for 10 months to cover the maximum possible construction time.

NOTED
TOM EDWARDS

This is a State-financed project and in the project, the State will finance the construction in its entirety and will reimburse the railroad company for any necessary expenditures in connection with this project as permitted by PPM 30-3.

The State will require its contractor to carry standard railroad insurance and the standard form of agreement will be included in the contract. The State will further require its contractor to remove all portions of the temporary detour trestle and restore the area to its original condition. The railroad company should furnish engineering and inspection as it deems necessary to protect its operations.

This project is scheduled for the December 15th bid opening and it would be very much appreciated if a permit of entry could be obtained prior to this time.

Please feel free to contact me regarding any additional items involving this project.

Very truly yours,

[illegible]
[illegible]
Ivan D. Merchant
Bridge Engineer

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NOV 15 1966
OFFICE OF
STATE HIGHWAY ENGINEER

IDMrnb
Encls.
cc: Tom Edwards
T. W. Litchfield (w/atts.)
Jack Sollis

FORM 2-123X 6M 7-66

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OCT 7 - 1966
FOR FILING

U-168(24)
7463

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID P. HOLLOWAY, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 5, 1966

Mr. A. W. Paxton
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Subj: Ross Island Bridge-S. E. Roadway Section
Pacific Highway East

Your Ref: 08-35-DA

Dear Sir:

This is in reply to your letter of April 25, 1966 on the subject section. Our Class A Expressway standards provide for the use of a 4-foot median in special cases where right of way costs are high. This is such a case.

RECEIVED
OCT 10
F. B. KLABOE

Your suggestion to utilize a separation structure at Holgate is good, but we feel the cost is too great to include it in our initial construction. We propose a signalized channelization at this street which will work for some years to come. Eventually, we feel a separation will be necessary.

According to our traffic projection, the 17th Street crossing will operate to the design year with the proposed six laning. Possibly at some later date a separation could be justified.

Very truly yours,

Forrest Cooper
State Highway Engineer

By
F. D. Morgan
Construction Engineer

DNS:jr

cc: F. B. Klaboe
A. E. Johnson

RECEIVED
OCT
HIGHWAY

RECEIVED
SEP 30 1966

11-168 (24)
7463

September 28, 1966

Ms. Gayl M. Caremella
3445 King Road
Milwaukie, Oregon 97222

Dear Ms. Caremella:

This is in reply to your letter of September 21 regarding a possible solution to the traffic congestion on Highway 99E in the City of Portland.

As we have replied to others, the construction of four lanes on a viaduct over the present highway is possible, but would be most costly. Highway 99E is a surface highway serving the local residents and businesses. For an elevated highway to operate under such circumstances it would be necessary to construct numerous ramps to the street level. If such a structure were built, the damages paid to property owners on either side would be very great due to the restriction of light and air. These two features make the plan almost prohibitive costwise. Further, elevated highways are frowned upon by city governments who must approve such plans.

We do, however, thank you for taking the time to make your suggestion known to us.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

VDW:mc
bc Forrest Cooper
R. L. Porter
F. D. Morgan

3445 King Road
Milwaukie, Oreg 97222
Sept 21, 1966

4156
SEP 26 66

State Highway Commission
Salem, Oregon

REFERRED TO
BY SECRETARY

Dear Sirs:

From what we read in the newspaper, you have a headache caused by tree lovers vs. 6 lane lovers for McLaughlin Blvd.

Now, how about a new stand? Eight lanes for McLaughlin - Six lanes would accomodate present day traffic, but what about 20 yrs from now. I have noticed more & more people moving out toward Canby & see where they will need more cement in the near future.

It seems to me that a double deck highway would solve the tree problem plus give us two more lanes. Apparently other States and cities have found double deck highways to be satisfactory.

Please consider this alternative, which is shared by others in this area.

Yours truly,
Gayl M. Caramella

RECEIVED
SEP 26 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 26 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 28 1966
FOR FILING
Form CO-121 (11-63) (Proc. by A.G. 201-10)
11-168 (24)
7463

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 25, 1966

In reply refer to: 08-35-DA

FROM: A. W. Parsons, Division Engineer
Salem, Oregon

REFERRED TO
Barbur-Young
By Asst. State Hwy. Engr.
4-27-66

SUBJECT: Location Prospectus
Ross Island Bridge - SE. Reedway Section
Pacific Highway East
FAP No. 26

A review of the location prospectus on the above section of highway indicates an obvious need for six-laning this facility. The recent signalization of SE. Holgate Boulevard can only be a temporary relief for the extremely heavy traffic experienced in this area. We note that your standards will be a Class A Expressway and that you already have deviations from this standard by allowing a design for a 4-foot median and a possible reduction in the shoulder width. It is felt that if at all possible the 8.4 median should be utilized.

It might be desirable to anticipate the possible future construction of an off ramp and structure at Holgate and a possible overpass and partial interchange at 17th. The Holgate structure could be similar to your installation at the Barbur Boulevard undercrossing at Slavin Road - only installed as an off ramp. It is felt that the structure at 17th could be constructed in the existing street and an at-grade directional intersection provided for the north and south movements at city street intersection at approximately Holgate and Insley. Note probably no off ramp would be needed from McLoughlin SB. to 17th because traffic could go off at Holgate. This would eliminate all cross traffic at Cora, Holgate, and 17th. Accident rates at these locations are excessive and it is felt that the installation of a structure at Holgate for the southeastbound traffic would considerably reduce the recorded accidents at both SE. Cora and Holgate Streets.

It is noted that your paving is to be of asphaltic concrete and a plant mix bituminous base. Because of the currently heavy density of traffic, it certainly would be desirable to at least consider the possibility of slip form concrete paving for this urban area. We offer the above suggestions for consideration because of the complications that could be experienced by constructing six lanes and allowing a heavy density of cross traffic in an already problem area. It would be appreciated if you could take these items into consideration when designing the facility.

RECEIVED
APR 26 1966
OFFICE OF

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 18 1966

Commissioners
Chairman
Wayne Ed Phillips, Baker
Vice-Chairman
John P. Amacher, Winchester
Talbot Clechley, Coquille
Joseph W. Smith, Klamath Falls

4-168 (24)
7463

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

February 16, 1966

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
FEB 17 1966
CONSTRUCTION
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We are replying to your letter of February 10, 1966, which enclosed the prospectus for:

Ross Island Bridge - S. E. Reedway Section, Pacific Highway East, Multnomah County.

There will be no conflict with wildlife resources on this project, consequently the proposal is approved.

We appreciate the opportunity to comment on the project.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

NOTED
F. B. KLABOE

ROK/dm

cc: Director OFC
2-17-66 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
A. E. Johnson (2)

fp

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FEB 18 1966
OFFICE OF
STATE HIGHWAY ENGINEER

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OREGON
STATE HIGHWAY COMMISSION

RECEIVED
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FOR FILING

II-168(311)
1463

2-10-66

Prefix No. 26-1428

NOTED
R. L PORTER

LOCATION PROSPECTUS
ROSS ISLAND BRIDGE-S.E. REEDWAY SECTION
PACIFIC HIGHWAY EAST
MULTNOMAH COUNTY

HIGHWAY: Pacific Highway East (S.E. McLoughlin Boulevard), State Primary No. 1E, Federal-aid Primary No. 26.

TERMINI: The northerly terminus is at the south end of the Union Avenue Overcrossing Structure at M.P. 1.29, which is 0.18 mile north of the crossing of the Ross Island Bridge. The southerly terminus is at M.P. 3.18, which is at S. E. Reedway Street.

LENGTH: The total length of the project is approximately 1.89 miles.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading, paving and construction to expand the existing facility from 4 to 6 lanes. The route will follow the existing alignment with the side to the widened determined after due consideration has been given to right of way costs. Drainage studies will be made and any problems resolved. Soils investigations will be conducted. The major problem will be the extension of the two bridges affected by the widening. The Portland International Airport will not be affected by this project.

CHARACTERISTICS: Existing ADT 35,000. Projected ADT 60,000.

STANDARDS: This facility will be designed to Class "A" Expressway standards. Deviation from these standards may be made after due consideration of costs.

TYPICAL SECTION: The typical section will have a 4-foot median, six 12-foot travel lanes and shoulders variable from 6 to 10 feet. The section will be curbed for the entire length with a 7-foot berm behind the curb. Sidewalks will be replaced where they now exist.

BRIDGE: There will be a revision to the Ross Island Bridge required to give a clear span over the new section. The structure carrying Milwaukie Avenue over the present section will have to be lengthened or rebuilt.

ACCESS: There is no plan to change the access control or access points.

BASE DESIGN: The tentative base design for construction is:

Paving	1-1/2" A.C. Final
	3-1/2" A. C. Immediate
Top Course Base	3 " Plant-mix Bituminous Base
Bottom Course Base	19 " Crushed Base
Total Depth	27 "

NOTED
FORREST COOPER

MATERIALS: Investigations for material sources will be made during the survey and referenced to the project. Commercial sources in Portland may be used as on some previous construction in the Portland area.

ADDITIONAL FACILITIES: There will be no railroad crossings. There will be a revised interchange planned at the Ross Island Bridge.

AGREEMENTS: An agreement with the City of Portland will be needed.

PARKS: There are no State parks affected.

February 10, 1966
Attachment
cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
A. E. Johnson (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
O. B. Jackmond
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

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FEB 11 1966
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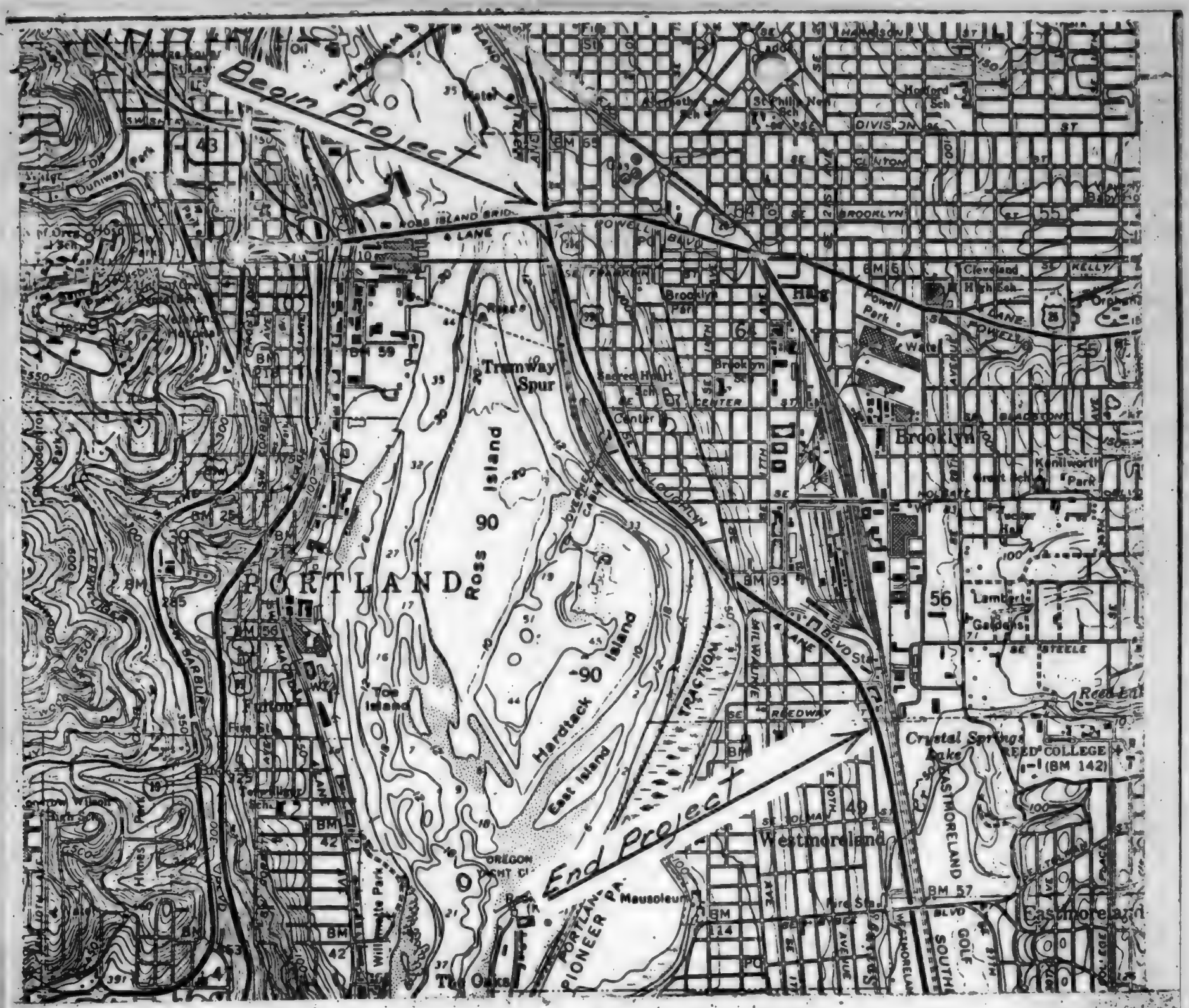
STATE HIGHWAY ENGINEER


Begin Project
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Tramway Spur
Ross Island
PORTLAND
Hardtack Island
East Island
End Project
Brooklyn
Westmoreland
Eastmoreland
Crystal Springs Lake
REED COLLEGE
Willamette Park
Mausoleum
Tho Oaks
PIONEER
SOUTHEAST GOLF
TRACTION
Powell Park
Kenilworth Park
Lambert Gardens
Cleveland High Sch
Sacred Heart Sch
Hosford Sch
St Philip Neri Sch
Veterans Hospital
Dunlway
DIVISION
POWELL BLVD
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HOLGATE
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JUL 23 1965
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11-168 (2-1)
7463

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
July 20, 1965

To: Mr. F. D. Morgan
Construction Engineer
Salem

SUBJECT: Proposed Six-Laning
McLoughlin Boulevard
Ross Island Br. to Milwaukie

Attached is a copy of a letter from Sid Leo, the Street Lighting Coordinator of the City of Portland. Mr. Leo indicates that the City is contemplating a street lighting program, a part of which would be on McLoughlin Boulevard. A reconnaissance on this project has been submitted. I doubt if we have developed any meaningful plans; however, I would appreciate it if you could give me some idea of possible timing on the project and advise if we would incorporate the pole foundation and wiring for the lighting in our contract. I assume that we would and that we would probably stand the cost of this. However, please advise so that I may reply to Mr. Leo.

L. W. Rulien
Division Engineer

LWR/lh
Enc.

cc: Tom Edwards

Copy to Traffic 7-21-65
Burt Henry - Coordinate
with Morgan
Edw

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JUL 21 1965
OFFICE OF HIGHWAY COORDINATION
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

DEPARTMENT OF FINANCE

BUDGET
BUREAU OF PARKS
BUREAU OF SHOPS
BUREAU OF LICENSES
EMPLOYEE RELATIONS
OFFICE OF CITY TREASURER
REAL ESTATE TRANSACTIONS
BUREAU OF PROPERTY CONTROL
BUREAU OF LIGHTING AND POWER
BUREAU OF PURCHASES AND STORES

CITY OF PORTLAND
OREGON

ORMOND R. BEAN
COMMISSIONER

July 8, 1965

Mr. Jack Hesla
Field Utilities Liaison Engineer
State Highway Department
5821 Northeast Glisan Street
Portland, Oregon 97213

Dear Mr. Hesla:

At a recent meeting with Mr. A. E. Johnson and Mr. L. W. Rulien, I was informed that the State Highway Department is contemplating roadway widening of Southeast McLoughlin Boulevard from the east end of the Ross Island Bridge south to the City limits.

As stated in my letter of June 17, 1965, the City of Portland is planning to illuminate this highway. We would like to coordinate our work with the State's proposed roadway widening project.

Therefore, the following information would be helpful to us:

1. When is the proposed project to begin?

2. Can you provide us with a preliminary set of drawings for this project?

We would like to illuminate this roadway with luminaires mounted on metal poles with underground circuits. We, therefore, request the State to incorporate into their contract the installation of pole foundations and wiring. The City of Portland will complete the installation of luminaires and poles.

approved Ormond R. Bean

Sincerely,

Sid C. Leo

Sid C. Leo
Street Lighting Coordinator

L:r

U-168(24) Ross Island Br.-SE Reedway Sec. '68

#7463

CONFIDENTIAL

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DEC 8 - 1972
FOR FILING

11-168(84)

7463

FILE

May 8, 1968

Ross Island Bridge-
Roadway Street Section
McLoughlin Boulevard
US99E

CONFIDENTIAL

CONFIDENTIAL

A meeting was held in my office this morning with Mr. R. N. Lord and his attorney, Keith Burns, to discuss the complications that will arise with Mr. Lord's property in connection with the widening of McLoughlin Boulevard. Mr. Lord owns property on both sides of McLoughlin Boulevard south of Holgate Avenue.

Mr. Lord advised us that our plan was detrimental to his interests in two respects: (1) The grade crossing of Holgate would in his opinion create congestion at the intersection. (2) The fill proposed by the State south of Holgate and west of McLoughlin would require the taking of Mr. Lord's entire property lying between McLoughlin Boulevard and the Portland Traction Company property and for which Mr. Lord has elaborate plans to develop a motel-apartment-marina-type complex.

After advising Mr. Lord and his attorney about the costs, et cetera, involved in separating the intersection listed above under (1), Mr. Lord apparently dropped this objection. We in turn left him with a very firm expression of our intention that the grade crossing will be constructed.

Problem (2) can be mitigated by the construction of about 800 feet of viaduct or retaining wall on the westerly edge of the proposed facility. This would salvage for Mr. Lord enough property (according to him) for him to continue with his plans for the development of the area. Mr. Lord was advised that if we constructed the viaduct or retaining wall, no access would be allowed to the property lying west of the highway. He announced that this was not objectionable; in fact, it was even preferable.

as he intends to build a one-lane connection between his motel on the east side of the highway and this property, under McLoughlin Boulevard.

Mr. Lord made a very stirring plea for greater consideration for aesthetics and for the tourist business that Oregon is trying so hard to attract. He also claimed that his complex, when completed, would be one of the most attractive of its kind in the area--this not withstanding the fact that it would be separated from the Willamette River by the Portland Traction Company rail line on which five train movements occur daily.

Mr. Lord mentioned the figure he had in mind for the sale of this property as being about $600,000. Our preliminary estimate of the value of the property is $75,000. We advised Mr. Lord that we would give the matter another good hard look, including the hiring of an outside fee appraiser to determine the market value of his property. We will have to appraise the property without access on the basis of (1) the fill, and (2) the viaduct, in order to make logical comparison. We will also re-estimate the cost of the two alternates.

Mr. Lord was further advised that we would not have anything to discuss with him for at least 30 days and that we would communicate with him when our studies have been completed.

F. B. Klaboe
Assistant State Highway Engineer

FBK:mc

cc R. L. Porter
F. D. Morgan
D. H. Nashring
A. E. Johnson

SU-545(2) Johnson Cr. (Foster Rd.) Br. 1970
Sec., of FAS 639 in Portland
#7465 (Grad., paving & structure)

CH 3982

RECEIVED
MAR 1 - 1972

STATE COPY

FORM PR-33C (REV.) CC: USBR (L R Young) 2-17-72
FOR FILING Region Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER 1954 SECONDARY ROAD PLAN

(PPMs 20-5 and 20-6.1)

SU-545(2)

INSTRUCTIONS - Submit original and 3 copies to the Public Roads Division Office

gyh

NOTICE OF COMPLETION AND ACCEPTANCE BY STATE HIGHWAY DEPARTMENT

7465

SIGNATURE: R. W. Young	STATE: Oregon
TITLE: Programing Engineer	REGION NO.: 10
BUREAU OF PUBLIC ROADS INSPECTION MADE BY: C. T. Christianson, Area Engineer	COUNTY: Multnomah
IN COMPANY WITH: Al Harwood, Reg Constr Engr; C. B. Cummings, Res Engr	PROJECT NO.: SU-545(2)
CONTRACTOR'S NAME: Schubert Company, Inc.	DATE OF INSPECTION: 5-17-71
	CONTRACT AMOUNT: $ 104,097.00

DESCRIPTION OF IMPROVEMENT AS PROGRAMED

1 Structure. Steel beam bridge, length 100', roadway width 29.79'

IMPROVEMENT AS CONSTRUCTED

ROADBED (Width var. feet)

STRUCTURES OVER 20-FOOT SPAN

TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
6201	0.104	Var.	X041	0.019

2-21-72
REFERRED TO
E. S. Hunter
BY DEPUTY STATE HIGHWAY ENGINEER

REMARKS: *The project has been completed in apparent conformity with the state standards and procedures approved in accordance with the 1954 secondary road plan.* COPY SENT

FEB 22 1972

REGIONAL OFFICE

JOHNSON CREEK BRIDGE SECTION
FOSTER ROAD (FAS 639)
Grading, Paving, and Structure

NOTED
E. S. HUNTER

NOTED
F. A. KLABOE

This project provided a 100' steel beam structure over Johnson Creek and approach roadways. The project included channelization of adjacent intersections, median and shoulder guardrails and associated hardware in accordance with the latest operational and safety standards.

(more)

NOTED
TOM EDWARDS

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE: C. T. Christianson		SIGNATURE: R. E. Simpson	
TITLE: Area Engineer	DATE: 2-9-72	TITLE: Division Engineer	DATE: 2-17-72

PREVIOUS EDITIONS MAY BE USED UNTIL SUPPLY IS EXHAUSTED

The immediate need encompassed increased capacity and operating speeds across the structure and improved operations at the SE. Barbara Welch Road intersection. This was done by incorporating both old and new structures as a couplet. The long range expansion of Foster Road to a 4-lane facility has been incorporated into the design as well as provisions for an improved Johnson Creek Channel.

The contract was awarded on September 11, 1970 with a time limit of 150 calendar days. Time count started on September 25, 1970 with actual work having begun on September 22. Contract work was completed on May 14, 1971 in conformance with the contract provisions except for an overrun in contract time. A 43-day time extension was granted by the Highway Commission on June 22, 1971 authorizing reinstatement of all liquidated damages charged.

The statement of reasons for overruns and underruns has been reviewed and the deviations are not considered significant. The final contract cost was $103,796.92, representing a minor underrun. The State has reviewed the materials reports and procedures and has submitted the required certification. All related project work performed, as authorized, by agencies other than the contractor was completed on September 30, 1971.

The project was accepted by Multnomah County on October 4, 1971, the State Highway Commission on October 7, 1971, and is recommended for acceptance by FHWA. Contract administration and supervision was performed by Multnomah County.

RECEIVED
FEB 28 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 21 1971
FOR FILING

SU-545(2)
7465

October 20, 1971

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On October 8, 1971, we wrote to you concerning release of final payment on Contract No. 7465 awarded to Schubert Co., Inc., for work on the Johnson Creek (Foster Road Bridge) Section of FAS 639 in Multnomah County.

Final payment on this contract is $3,345.97 and the total contract amount is $103,825.25, including $350.90 for work performed under force account.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. V. Hand, Assistant Secretary

dr

cc Schubert Co., Inc.
9000 S. E. Lawnfield
Clackamas, Oregon 97015

bc Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Harr
L. W. Rulien

RECEIVED
OCT 8 - 1971
FOR FILING

511-545(2)
7465

October 8, 1971

United Pacific Insurance Co.
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7465 awarded to Schubert Co., Inc., for work on Johnson Creek (Porter Road) Bridge Section of FAS 639 in Multnomah County was completed May 14, 1971, and accepted by the Highway Commission on October 7, 1971.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before October 13, 1971.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Schubert Co., Inc.
9305 S. E. Lennfield
Clackamas, Oregon 97015

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Kerr
L. W. Hallen

RECEIVED
OCT 8 - 1971
FOR FILING

SU-545(2)
7165

October 7, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed May 14, 1971 on Contract No. 7465. The contract was with Schubert Company, Inc. and was for grading, paving and structure on the Johnson Creek (Foster Road) Bridge Section of FAS 639 in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 7, 1971 and that you concur in this procedure at the Commission meeting on October 19, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Gary Sund
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
L. W. Rullen

VG:fw

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JUL 21 1971
FOR FILING

SU-545(2)

7465

(10)

June 23, 1971

Schubert Co., Inc.
9903 S. E. Launfield
Clackamas, Oregon 97015

Gentlemen:

The State Highway Commission at its meeting on June 22, 1971, considered your request for an additional 66 calendar days on Contract No. 7465 for work on Johnson Creek (Foster Road) Bridge on FAS 639 in Multnomah County.

The Commission granted you a 43 calendar day extension, which eliminates all liquidated damages.

Very truly yours,

Floyd Cuery, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

bc F. D. Morgan
I. D. Merchant
V. E. Skoog
L. W. Hulien
Multnomah County Engineer

fkn:dr

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JUN 16 1971
FOR FILING

SU-54.5(2)
7465

June 15, 1971

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 10
June 22, 1971 Meeting

Schubert Company, Inc., contractor for the construction of the Johnson Creek (Foster Road) Bridge on FAS 639 in Multnomah County, Contract 7465, has requested that he be granted an additional 66 calendar days in which to complete the contract work without assessment of liquidated damages. The contractor cites delay in the award of the contract and resultant delay in the delivery of fabricated structural steel as his reasons for failure to complete the work within the time allotted.

The work was bid August 13, 1970 and the contract awarded September 11, 1970, 29 days after the receipt of bids. The contractor was notified of the award September 4, 1970, and 150 calendar days were allotted to complete the project, which forecast a completion date of February 22, 1971. The work was completed May 14, 1971 with 193 calendar days charged. This is an excess of 43 calendar days. The work was under a shutdown order during the period March 12, 1971 to April 24, 1971 and calendar days were not charged during this period.

A part of the work required furnishing and placing 51 tons of fabricated steel girders. At bidding time the contractor's fabricator had a firm commitment for the steel to be rolled the week of September 6, 1970 and delivery by September 20, 1970. The delay in awarding the contract caused the fabricator to lose the early September commitment and put the rolling and delivery of the steel into late November. Material of this type is not a stock item and fabricators are at the mercy of rolling mill schedules.

This is considered an extenuating circumstance beyond the control of the contractor, and I recommend that he be granted a 43-calendar-day extension without assessment of liquidated damages. This waives all liquidated damages.

This matter will be on the agenda for your consideration at the June 22 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

bc Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
I. D. Merchant
F. D. Morgan
V. E. Skoog
L. H. Young
L. W. Rullen

E—230 (Rev.)—SIL—10-67

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of ~~Workdays~~ Calendar days
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date 2-22, 19 71

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ Calendar days from ...150..... days to ...216..... days, within which to complete our Contract No. .....7465....., without the assessment of liquidated damages. The said contract is described as follows:

The dates of the ~~workdays~~ Calendar days during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Nov. 13, 1970 to Jan 19, 1971

The job was delayed due to the extended delivery of the structural plate girders to the job. The girders were set in place on Tuesday 1-19-71. When the job was originally bid Portland Wire & Iron stated a delivery time of the fabricated girders was of approx. 60 days which would have been the middle of Nov. They were not able to make this delivery due to the delay in award. See attached letter of Portland Wire & Iron of 2-20-71. This delay also had the effect of moving our work into a more difficult season of the year.

Respectfully submitted,

RECEIVED
MAR 5 1971
BRIDGE DIVISION

Schubert Co., Inc.
Contractor

By .....

CONSENT OF SURETY

Date February 25, 1971, 19.....

We, ...UNITED PACIFIC INSURANCE COMPANY.....

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

UNITED PACIFIC INSURANCE COMPANY
By .....
Attorney-in-fact (L. W. Neff)

MANSFIELD & CO.
By .....
Resident Agent

(SEAL)

BRIDGE DIVISION
JUN 9 1971
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OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7465 Contractor Schubert Co. Inc.

Highway Foster Road FAS 639

Section Johnson Creek Bridge (Foster Road)

Kind of Work Bridge Construction, Grading & Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Grant 43 days without assessment of liquidated damages account delay in awarding the contract and resulting delay in fabrication of structural steel.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No.	7465
Project designation	SU-545(2) (State-Federal)
Date awarded	Sept. 11, 1970
Work started	Sept. 22, 1970
Per cent completed	100% 5/14/71 (Date)
No. of Workdays Allowed	150
No. of Workdays Used	193 5/14/71
No. of Added Workdays Requested	43

FABRICATION AND ERECTION OF STEEL AND WIRE • TWX [illegible]-464-4742 • 234-9731

PORTLAND WIRE & IRON WORKS

4644 S.E. 17TH AVENUE • P.O. BOX 02175 • PORTLAND, OREGON 97202

ESTABLISHED 1892

20 February 1971

Schubert Co., Inc.
9905 S. E. Lawnfield Rd.
Clackamas, Oregon 97015

Re: Contract No. 7465
Johnson Creek (Foster Rd.) Bridge

Dear Mr. Schubert:

We hereby request a 60 day extension of contract completion time to cover the delays in fabricating and erecting the structural steel girders on the above referenced job, for the reason that we were not awarded a contract until 34 days after the formal bid letting.

Bid letting date - 13 August 1970
Contract awarded - 17 September 1970

If the contract had been awarded within twenty days from bid letting, we could have ordered and received the material on time from the following mills:

Bethlehem - Seattle: Rolling week of September 6, 1970 for delivery September 15, 1970.

U.S. Steel, Geneva: Rolling week of September 6, 1970 for delivery September 20, 1970.

"Full size Plates stripped to Universal Mill size"

The delay in awarding the contract caused our firm to lose the delivery commitment from the above mills. The next rolling schedule after September 6, 1970, was as follows:

Bethlehem - Seattle: Rolling late October, 1970. (Actually rolled November 11, 1970; received in our shop November 15, 1970).

U.S. Steel, Geneva: Rolling early November, 1970.

In order to meet the plans and specifications which called for flange plates 1 3/4" thick x 16" wide (UM Plate), it was necessary to choose a mill capable of rolling the correct thickness and width. We chose Bethlehem Mill at Seattle for the reason they are the only mill on the Pacific Coast that can roll 1 3/4" plate in a UM width. This particular material is an item that is not stocked by any warehouse in our area. This forced us to have it produced on a special mill rolling.

You can readily recognize from the foregoing information that if we had been

awarded our contract within twenty days after bid letting, we could have easily fabricated and erected the girders in plenty of time to meet the completion schedule.

We would like to point out that we, as well as other steel fabricators, have no control over steel mill rolling schedules, and are at the mercy of these suppliers to make reasonable deliveries.

In view of the foregoing, we are asking you to consider our time extension request.

Very truly yours,

PORTLAND WIRE & IRON WORKS

C. A. Lomax
Secretary-Treasurer

CAL:o

RECEIVED
MAR 5 1971
BRIDGE DIVISION

SU-546(2)
7465

FORM S-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Johnson Creek Bridge FAS 639		WEEK ENDING: May 15, 1971
		SECTION PREFIX: 526-1028
HIGHWAY: Foster Road		COUNTY: Multnomah County
NAME OF JOB: Johnson Creek Bridge	KIND OF WORK: Bridge, Grading & Paving	
CONTRACTOR: Schubert Co. Inc.	CONTRACT NUMBER: 7465	FEDERAL AID PROJECT NUMBER: SU-546 (2)
DATE OF CONTRACT: September 11, 1970	DATE WORK STARTED: September 22, 1970	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 4 SUPERVISION: 1	SPECIFIED WORK DAYS: SPECIFIED CALENDAR DAYS 150	WORK DAYS USED: CALENDAR DAYS USED 169
PROJECT AUTHORIZATION: $ 111,759.61	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 100%
EXCLUSIVE OF ENGINEERING: $ "	ENGINEERING AUTHORIZATION $ NIL	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ "	ENGINEERING COST TO DATE $	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT: OVERRUN / UNDERRUN . . . . . 0 %	PERCENT OF AUTHORIZATION . . . . . 0 %	DATE PROJECT WAS COMPLETED: May 14, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	100%	100%	100%	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.12	0.12			0.12
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.12	0.12			0.12
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2200	980.0			260.0
TOTAL QUANTITIES CORRECTED TO DATE	2617.5	1114.0			243.840
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	11086A							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 9	Fair			
MONDAY 10	Fair			
TUESDAY 11	Fair			
WEDNESDAY 12	Cloudy			
THURSDAY 13	Cloudy			
FRIDAY 14	Fair			(Contract completed. Calendar day count stopped
SATURDAY 15				

Routine: Morgan, Decker, Bond, Walker, Boehme, Johnsen, Pease, Swan, Glenn, Litchfield, Gallagher, Stein

RECEIVED
MAY 18 1971
CONSTRUCTION DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No work.
MONDAY	O.A.P. working on driveways, base rock and compacting. Lewis Const. hand raking slopes. Liberty Electric installed flasher post. Hoaglin Const. installing guard rail.
TUESDAY	Liberty Electric working on flasher unit. Hoaglin installing guard rail.
WEDNESDAY	Lewis Const. hand raking slopes. Hoaglin installing guard rail. O.A.P. constructed raised traffic markers. County crews painted stripes for traffic change over.
THURSDAY	Hoaglin completed guard rail installation. D.W.I. cleaned aluminum parapet railing. County crews painted raised traffic markers.
FRIDAY	Industrial Painting applied second coat to parapet. County crews stripping and installing traffic signs. O.A.P. and Schubert Co. general clean up. Project completed. Calendar day count stopped.
SATURDAY	No work.

REMARKS

SIGNED C B Cummings LOCATION 2115 SE Morrison
Portland 97214

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP**F114

RECEIVED
APR 12 1971
FOR FILING

SU-5456(2)

7465

FABRICATION AND ERECTION OF STEEL AND WIRE • TWX 910-464-4742 • 234-9731

PORTLAND WIRE & IRON WORKS

4844 S.E. 17TH AVENUE • P.O. BOX 02175 • PORTLAND, OREGON 97202

ESTABLISHED 1892

Mr. Johnson

8 April 1971

NOTED
A. E. JOHNSON

Mr. John C. Jenkins
Oregon State Highway Division
Materials & Research Testing Lab
Salem, Oregon 97310

Re: Foster Road Bridge
Contract 7465

Dear John:

I am sorry I have been so slow in answering your letter of March 9th. To clear the air and renew OSHD's faith in its suppliers, I am enclosing our new invoice in the amount of $156.00 which represents your suggested reasonable time of 13 hours.

You must realize John, that magnetic particle inspection is new to us. Consquently we were not readily familiar with standard specifications regarding this procedure. Naturally our employees were instructed by our Foreman to keep track of all hours spent handling, moving and grinding in connection with assisting in the magnifluxing of the girders. Perhaps they charged part of their time in error.

We are indeed sorry for our error. Thank you for calling this to my attention.

Very truly yours,

PORTLAND WIRE & IRON WORKS

C. A. Lomax
Secretary-Treasurer

CAL:o
encl.
cc:A.E. Johnson
I.D. Merchant
E.J. Rief

RECEIVED
APR 9 1971
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION

March 9, 1971

Mr. Al Lomax
Portland Wire and Iron Works
P.O. Box 02175
Portland, Oregon 97202

Foster Road Bridge
Contract 7465

Dear Mr. Lomax:

I have your invoice dated January 29, 1971 for $595.20 covering labor for assisting in the magnifluxing and grinding of beams for your job 21G-1066. We are amazed at the size of the bill.

There is a major disagreement in the number of hours chargeable to this operation. According to our inspectors, when work was begun on magnetic particle inspection on December 28 there was one man grinding during the period from 9:30 am to 3:30 pm. During this 6-hour period two girders were inspected. On January 15 our inspector arrived at the plant at 8:30 am and your man on the grinder was just starting to work. We assume his time was charged beginning at 7:30 am. One man was grinding until lunch. After lunch two men ground for the last half hour, completing the remaining three beams at 12:30 pm. Grinding time on the 15th could not have been more than 5½ hours. The total grinding time must therefore have been not more than 11½ hours. A reasonable amount of supervisory time for such an operation might be 1½ hours, for a total of 13 hours.

A substantial portion of the 49.6 hours claimed on your invoice is said to be for the handling of materials. Referring to "Standard Specifications for Welded Highway Bridges and Incidental Structures,"(OSHD,1970), Section 108 contains the following statement: "Costs of inspection, other than furnishing radiographs as required in Article 606 and incidental costs of moving welded members into position for inspection, are a responsibility of the state." This means that the State is not responsible for the cost of moving girders into position for magnetic particle inspection.

The State is agreeable to paying the reasonable cost of grinding necessary to perform magnetic particle inspection, within the limits of our obligation. We can not accept 49.6 hours as reasonable preparation for about 10 hours of magnetic particle inspection. Will you please review and resubmit this invoice.

Very truly yours,

John C. Jenkins
Engineer of Materials & Research

RECEIVED
MAR 15 1971
OFFICE OF
STATE HIGHWAY ENGINEER

JCJ:bm
cc: A. E. Johnson I. D. Merchant E. J. Rief

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	STATE Oregon
9-51	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY Multnomah
PROJECT REPORT NO. 3	(PPM 21-7) 7-17-70	PROJECT NO. SU-545(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Johnson Creek (Foster Road) Bridge

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-19-70	0.123
OTHER (Specify)		

FUNDS 63.54%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$122,874.00	$78,072.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Department)

By B K Kleber

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By _____
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer SEP 17 1970

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, up-

Oregon State Highway Division

Federal-Aid
Project No. SU-545(2)

JOHNSON CREEK (FOSTER ROAD) BRIDGE SECTION ON

FAS 639 IN MULTNOMAH COUNTY

SALEM, OREGON, SEPTEMBER 15, 1970

Project agreement estimate.

Type Code 6201
Roadway (Sta. 113+50 to Sta. 120+00)

Temporary Protection and Direction of Traffic	All Required		$ 4,000.00
Clearing and Grubbing	All Required		4,000.00
Removal of Structures and Obstructions	All Required		200.00
Borrow Excavation	2,200 cu.yd.	2.20	4,840.00
Trench Excavation	100 cu.yd.	6.00	600.00
Front End Loader	28 hr.	25.00	700.00
Watering	40 M-gal.	5.00	200.00
Coarse Aggregate Base	800 cu.yd.	4.05	3,240.00
3/4" - 0 Aggregate Base	180 cu.yd.	4.05	729.00
Class "B" Asphalt Concrete	260 ton	5.80	1,508.00
8-inch Culvert Pipe	60 lin.ft.	5.00	300.00
Concrete Inlets, Type GB	1 only	250.00	250.00
6-inch Drain Pipe	330 lin.ft.	3.00	990.00
Special Filter Material in Drains	46 cu.yd.	6.00	276.00
Guard Rail, Type 2	550 lin.ft.	3.00	1,650.00
Guard Rail Anchors	1 only	200.00	200.00
Extra for Guard Rail Bridge Connections	4 only	125.00	500.00
Concrete End Piece	1 only	150.00	150.00
Asphalt Traffic Markers	290 lin.ft.	1.30	377.00
Vertical Alternate Flashing Beacon	1 only	967.00	967.00
			$25,677.00
Flagging (60% of Contractor's Cost)	All Required		$ 1,500.00
Tack Coat	All Required		50.00
Testing Lab Fees	All Required		800.00
Erosion Control	All Required		500.00
			$ 2,850.00
	Subtotal		$28,427.00
	Engr. & Cont.		4,264.00
	Total		$32,691.00

Type Code X041
Foster Bridge No. 11086A (Sta. 115+99.53 to Sta. 116+99.53)

Structure Excavation	200 cu.yd.	6.00	$ 1,200.00
10 BP 42 Steel Piling in Place	900 lin.ft.	8.50	7,650.00
Class "A" Concrete (225 cu.yds.)	All Required		23,030.00
Reinforcement (29,000 cu.yds.)	All Required		4,800.00
Structural Steel (102,500 cu.yds.)	All Required		39,000.00
Metal Parapet Railing	136 lin.ft.	15.00	2,040.00
Metal Rail	125 lin.ft.	5.60	700.00
	Subtotal		$78,420.00
	Engr. & Cont.		11,763.00
	Total		$90,183.00

Length of Roadway - - - - - 0.104 Mile
Length of Bridge- - - - - - 0.019 Mile

Total 0.123 Mile

Cost of Roadway Per Mile- - $31,433.65

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds	Co. Funds
Roadway	$ 32,691.00	$20,771.00	$ 5,960.00	$ 5,960.00
Bridge	90,183.00	57,301.00	16,441.00	16,441.00
	$122,874.00	$78,072.00	$22,401.00	$22,401.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

G - 1 - 100%

Contract No. 7465

Prefix 526-1028

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NOV 12 1970
FOR FILING
SU-545(2)
7465

September 14, 1970

Schubert Co., Inc.
9905 S. E. Lawnfield
Clackamas, Oregon 97015

Gentlemen:

The State Highway Commission on August 18, 1970, accepted your proposal for grading, paving, and structure on the Johnson Creek (Foster Road) Bridge Section of FAS 639 in Multnomah County for the sum of $104,097 and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions have been satisfied.

These conditions were fulfilled and the State Highway Engineer on September 11, 1970, awarded you the project, which has been assigned Contract No. 7465. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin September 25, 1970.

Very truly yours,

Floyd Quarry, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Pac. Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle and Portland
Frank Morgan
I. D. Merchant
L. W. Rulien
Mult. Co. Engr.
Wm. Geibel (SAIF)

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JUL 13 1970
FOR FILING

SU-545(2)
7465

July 2, 1970

MISC. CONTRACTS and
AGREEMENTS No. 3982

Board of County Commissioners
Multnomah County
Courthouse
Portland, Oregon 97204

Attention: Dorothy Decker
Clerk of Board

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering S. E. Foster Road (Johnson Creek) Bridge on FAS 639.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(conf. agreement attached)

TRANSACTION NUMBERS 5-37 TO 5-40

FORM PR-48 (REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 5-19-70

BY (Signature): MR. YOUNG'S APRIL 28, 1970 LETTER

TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 1029 THRU 1032

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	LOCATION	WORK
1029	S-575(1)	0.01	35,000	21,800	20 MILE CREEK BRIDGE (LAKE COUNTY)	1 STRUCTURE
1030	SU-545(2)	0.13	100,000	63,500	JOHNSON CREEK BRIDGE (MULTNOMAH COUNTY)	1 STRUCTURE
1031	S-576(1)	0.068	250,000	158,700	NESTUCA RIVER (OLLIE WOODS) BRIDGE (TILLAMOOK COUNTY)	1 STRUCTURE
1032	S-17-102(1)	3.63	913,000	494,000	JUMPOFF JOE CREEK TO LOUSE CREEK INTERCHANGE (JOSEPHINE COUNTY)	GRADE - DRAIN - HIGH TYPE PAVEMENT AND RAILROAD CROSSING SIGNALS

OTHER IDENTIFICATION AND/OR REMARKS (State)

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECTS IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THESE PROJECTS ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED JUNE 24, 1968, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

YOU ARE CAUTIONED, HOWEVER, NOT TO PROCEED UNTIL ASSURED THAT ALL THE REQUIREMENTS OF SECTION 30 OF THE 1968 FEDERAL AID HIGHWAY ACT AS RELATED TO RELOCATION PAYMENTS HAVE BEEN MET AS COVERED IN PARAGRAPH 5 OF THE APPROVED SECONDARY ROAD PLAN. THE STATEMENT "RELOCATION ASSISTANCE: NONE" NOW SHOWN ON THE BACK OF THESE PR-1'S IS NOT CONSISTANT WITH THOSE REQUIREMENTS.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		5-19-70	R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

DRAWER

SU 545

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B. O.

FORM PR-1 (REV. 4-61)

4-28-70

FEDERAL - AID PR
(PPM 2

| | | |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

-70

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

ity	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(65)		5,700	9,100 (66)(70)	90 (71)(72)	08	Oregon	35 (2)(3)	022 (4)(9)	1030 (14)(18)

(28)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) 14	NUMBER 23 SU- 545(2)	SEQ. NO. 7 12	I. Projects Only POST MI. (24)(26)	DESIG. 27

COUNTY NAME: Multnomah (14)(16) CODE: 051

ROUTE NO. S | FEDERAL-AID: 639 (32) | STATE: Co.Rd. (36)(37) | U.S. (41)

PROGRAM STAGE: [ ] 1 OR [X] 2

of mits ge	MILES (54)(58)	TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
						Gr., dr., 1-12' lane A.C. pave. with 8' shldrs., 1 conc. deck steel beam bridge, length 100', H.C. 28' with 5' sidewalk one side. (To provide 1 lane one-way traffic.)
						ROW-105' Max.; Access Control-None; Park. Restrictions-None.
	0.13	100,000	63,500	18,250	18,250 (Co.)	
	0.13	100,000	63,500	18,250	18,250 (Co.)	
		(16)	(23)(24)	(33)		REMARKS

-OVER-

USCOMM DUSCOMM-DC 48908-P61

JOHNSON CREEK (FOSTER ROAD) BRIDGE SECTION
PROJECT SU-545(2)

Existing Facilities: The existing structure at this point is a reinforced concrete arch 41' long and has a clear roadway of 20'. This structure is adjacent to the location of the proposed bridge and will remain in place and use for the eastbound traffic on S.E. Foster Road.

Adjacent Sections:
East End: S.E. Foster Road, Two 12' AC travel lanes with 8' gravel shoulders.
West End: Same.

Project Data: Construct a bridge with fabricated steel girders and a reinforced concrete deck 100' in length with a 30' roadway having a 5' sidewalk on the north side. This is the first stage of a structure which will ultimately have a 76' roadway. This structure will carry the westbound traffic on S.E. Foster Road (the existing bridge will carry the eastbound) and until the route is constructed into a four-lane facility, there is to be a temporary connection to the existing two-lane S.E. Foster Road. There also is to be temporary connection and channelization made to S.E. Barbara Welch Road. There will be a temporary railing placed on the south side of this structure until the existing structure is removed and the remainder of this 76' structure is constructed. There is to be guardrail at both ends of the structure. This project will be striped for one lane of traffic. All signs, guardrail and signals for protection between the two bridges are to be included in the contract.

Right of Way: 105' Maximum.
Access Control: None.
Railroad Crossing: None.
Minimum Design Standards: No deviations from standards.
System Action: Completed.
Public Hearing: 8/19/69.
Unusual or Complicated Situations: This project is stage construction of an ultimate 4-12' lane facility with 10' shldr. The proposed structure under this project will provide a H.C. of 28' which with the approaches of 1-12' lane with 8' aggregate shoulder constitutes the one-way westbound lane. The existing structure will provide the one-way eastbound lane.

The balance of the structure width and roadway will be done under a future Federal-Aid Project using the section constructed under this project as a temporary 2-way traffic section during said future construction.

Route Data: SU-545(1).
Parks and Recreation Area Aff
Relocation Assistance: None.
Social, Economic and Environm
Considered: Yes.
Location and Design Approval:
CRAC: 7/18/69.
State Clearinghouse Approval:
District #2 Clearinghouse App

The State does not, at this t
authority to control the use
right of way on this project.
agreement is being prepared t
graph 6d(1) of PPM 30-4.1.

ROAD) BRIDGE SECTION
J-545(2)

ting structure at this point is a
ong and has a clear roadway of 20'.
the location of the proposed bridge
se for the eastbound traffic on S.E.

wo 12' AC travel lanes with 8' gravel

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e is constructed. There is to be
structure. This project will be striped
signs, guardrail and signals for protec-
e to be included in the contract.

deviations from standards.

ions: This project is stage construction
ility with 10' shldr. The proposed struc-
provide a H.C. of 28' which with the
8' aggregate shoulder constitutes the
existing structure will provide the one-way

width and roadway will be done under a
ing the section constructed under this
traffic section during said future construc-

Route Data: SU-545(1).
Parks and Recreation Area Affected: None.
Relocation Assistance: None.
Social, Economic and Environmental Effects Considered: Yes.
Location and Design Approval: 4/24/70.
CRAG: 7/18/69.
State Clearinghouse Approval: 3/10/70.
District #2 Clearinghouse Approval: 4/17/70.

The State does not, at this time, have the legal authority to control the use by Utilities of the right of way on this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

RECEIVED
APR 22 1970
FOR FILING

SU-545(2)
7465

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
April 22, 1970

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT:

Design approval is requested for the following FAS-C projects.

LAKE COUNTY
Twenty Mile Creek Bridge
Twenty Mile Road, FAS 902

Construct reinforced concrete bridge 50 feet long and 32 feet wide over Twenty Mile Creek on Twenty Mile Road approximately 10.8 miles south of Adel. County will construct channel change and approaches.

Hearing: Not required

State Clearinghouse Review: March 10, 1970

Highway Commission Approval: September 30, 1969

MULTNOMAH COUNTY
Johnson Creek (Foster Road) Bridge
Foster Road, FAS 639

Construct a reinforced concrete bridge 100 feet long, with a 30-foot roadway and a 5-foot sidewalk on upstream side; grade and pave temporary approaches. This is the first stage of a structure which will ultimately be constructed having a roadway width of 76 feet.

Hearing: Held by County August 14, 1969

Urban Planning Review: July 18, 1969 by CRAG

NOTED
TOM EDWARDS

Clearinghouse Review: March 10, 1970

Highway Commission Approval: April 22, 1969

BP 52479.734

TILLAMOOK COUNTY
Nestucca River (Ollie Woods) Bridge
Blaine Road, FAS 613

Construct reinforced concrete bridge 360 feet long, with 32-foot clear roadway and a 5-foot sidewalk on downstream side. County will construct all necessary approaches and road realignment.

Hearing: Not required.

State Clearinghouse Review: March 10, 1970

Highway Commission Approval: September 30, 1969

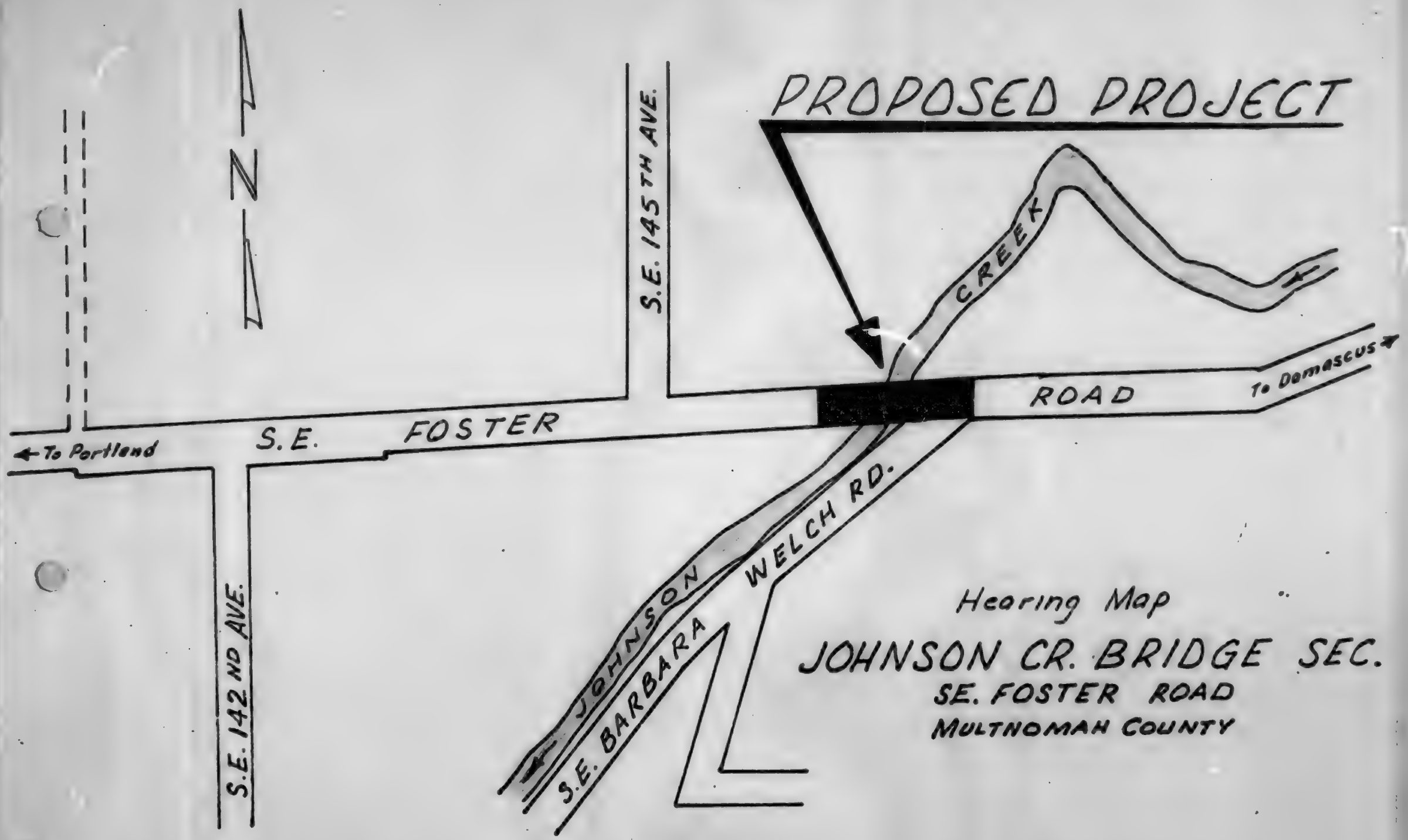
Please indicate your approval on a copy of this letter and return it to this office. All project documentation will be on file and available for review in the County and City Department files. We will proceed to place the proper notices in the news media.

Robert H. Prange
Field Engineer
County and City Department

RHP:ljt

cc: Forrest Cooper
R. L. Porter
Tom Edwards
Victor D. Wolfe
D. J. Barbee
L. H. Young
R. N. Chase
B. L. Gifford

RECEIVED
APR 22 1970
OFFICE OF
STATE HIGHWAY ENGINEER



Hearing Map

JOHNSON CR. BRIDGE SEC.

SE. FOSTER ROAD

MULTNOMAH COUNTY

I-5-6(68) Portland Pavement Marker Proj. 1970
295 on 15 highways in Ptld. area.
#7466 (Pavement delineation)

RECEIVED
APR 14 1971

FORM 734

I-5-6(68)275
7466

April 13, 1971

Insurance Co. of North America
222 Sansome Street
San Francisco, California 94104

Attention: Bond Department

Gentlemen:

A post-final payment for $2,100 will be made to Adhesive Engineering Company on Contract No. 7466 for the Portland Pavement Marker Project on various highways in Multnomah, Washington and Clackamas Counties as soon as the warrant is prepared.

The total amount paid on this contract will be $15,087.20 including the post-final payment. Of the total $414.76 is for force account.

Very truly yours,

Floyd Oxley, Secretary
OREGON STATE HIGHWAY COMMISSION

fbm

cc Adhesive Engineering Co.
1411 Industrial Road
San Carlos, California 94070

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
L. W. Hulick
Robert Schroeder

RECEIVED
APR 5 - 1971
FOR FILING

I-5-6(68)-275
7466

Salem, Oregon
April 2, 1971

Portland Pavement Marker Project
Contract No. 7466

Mr. Robert N. Bothman
Maintenance Engineer
BUILDING

Herewith submitted is a breakdown of final costs chargeable to contract Maintenance funds for work done under the subject project.

Bid Item	Description	Final Quantities		Final Amount
1	Temp. Traffic Control	59%		$ 1,711.00
2	Mono-Directional	21,194		32,850.00
3	Bi-Directional Crystal	287		456.33
4	Bi-Directional Yellow	12,538		19,985.42
5	White Type II	35,840		20,392.96
PA 2	Type I Markers	923		1,569.10
PA 4	Temp. Traffic Control	-	Cr.	46.40
	Engineering (67%)			6,122.00
	Total Amount			$82,990.41

It is understood your office will provide the prefixes and we will make the necessary transfers.

F. D. Morgan
Construction Engineer

By

John A. Bond
Construction Administration Engineer

VG:fw

RECEIVED
APR 28 1971
FOR FILING

I-5-6(68)275
7466

April 1, 1971

Adhesive Engineering Company
1411 Industrial Road
San Carlos, California 94070

Gentlemen:

The State Highway Commission at its meeting on March 30, 1971, granted an extension of time without assessment of liquidated damages to December 17, 1970, the date of completion, on Contract No. 7466 for the Portland Pavement Marker Project in Washington and Clackamas Counties.

Very truly yours,

Floyd Oberg, Secretary
OREGON STATE HIGHWAY COMMISSION

FN:kl
bc F. D. Morgan
V. E. Skoog
R. L. Schroeder
L. H. Hallam
Paul Burnhart
Federal Highway Administration

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: February 24, 1971

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Request for Time Extension
Portland Pavement Marker Project
I-5-6(68)293, I-405-8(25)301 and I-80N-1(30)7

Your February 19 letter requested our concurrence in the 21-day extension and the stop work order which would give a new completion date of December 17, 1970.

We concur with the extension and new completion date since the markers added by price agreements and the request made to the contractor that he work first on the other I-5 projects prior to starting his contract work caused delays which were beyond his control. The added work and delay in starting his contract work adequately support the request.

copy to Morgan
3-2-70

NOTED
TOM EDWARDS

RECEIVED
MAR 2
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

February 19, 1971

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Request for Time Extension
Portland Pavement Marker Project
FAP Nos. I-5-6(68)293,
I-405-8(25)301, and
I-[illegible]-1(30)7

Adhesive Engineering Company has requested an extension of the specified completion date on the subject project from October 31, 1970, to November 14, 1970. The request was prepared before the project was completed and is intended to cover a complete extension which would delete all liquidated damages.

Actually, the project went into an ordered stop work period November 18 with further contract work performed intermittently on four days after that up to December 17. We are in the process of deleting the small remaining amount of work, so December 17, 1970, will be the completion date of record for the project. This means that after allowing for the ordered stop work periods there will be 21 days liquidated damages assessed at the rate of $100 per day.

The contract was sent to the contractor for execution September 1, so the contractor had two months to perform this project as originally set up. We added markers to the project in new areas by two non-participating price agreements. We also asked the contractor to change his schedule and install markers on three other projects. We worked first on two of these (Wilsonville Interchange-Hubbard Interchange and East Portland Freeway-Wilsonville) on I-5 where we wanted to get markers in ahead of full traffic use. This work was done under Federal participating price agreements on the respective projects and delayed the start of work under the subject contract until September 22, when about one third of the time allowed had already expired.

After allowing for the 2,300 markers which we are eliminating, there was a net increase of 27,600 markers for this contractor to install on all projects, or a 20.4 percent increase compared to his original contract quantity. On just a time/marker basis, this would equate to 12-1/2 days. Obviously, as time elapsed into November, the influence of poor weather was more and more significant. This factor justified extension for the remaining 8-1/2 days, for a total of 21, and would delete all liquidated damages.

This project as contracted was 33 percent Federal-aid. The two added price agreements were non-participating. Rather than attempt to assign the quantity changes and delay factors specifically to Federal or State portions, we ask your concurrence in an overall 21-day extension, plus the ordered stop work time, to a new completion date of December 17, 1970.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

cc R. L. Porter
Tom Edwards
F. D. Morgan

JAE:fw ms

FORM E-90 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 5, 1971

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

SUBJECT: Request for Time Extension
Portland Pavement Marker Project
Contract No. 7466

Adhesive Engineering Company has requested an extension of the specified completion date on this project from the October 31, 1970 we required to November 14, 1970. The request was prepared before the project was completed and is intended to cover a complete extension which would delete all liquidated damages. Actually, the project went into an ordered stop work period November 18 with further contract work performed intermittently on 4 days after that up to December 17. We are in the process of deleting the small remaining amount of work, so December 17, 1970 will be the completion date of record for the project. This means after allowing for the ordered stop work period that there will be 21 days liquidated damages assessed at the rate of $100 per day.

The contract was sent to the contractor for execution September 1, so the contractor had two months to perform this project as originally set up. We added markers to the project in new areas by two Price Agreements. We also asked the contractor to change his schedule and install markers on three other projects. He worked on two of these (Wilsonville Interchange-Hubbard Interchange and East Portland Freeway-Wilsonville) on I-5 where we wanted to get markers in ahead of full traffic use of those projects. This delayed the start of work under the subcontract until September 22 or when about one-third of the time allowed had already expired.

After allowing for the 2,300 markers which we are eliminating, there was a net increase of 27,600 markers for this contractor to install, or a 20.4 percent increase compared to his original contract quantity. On just a time/marker basis, this would equate to 12-1/2 days. Obviously as time elapsed into November, the influence of poor weather was more and more significant. I believe this factor justifies extension for the remaining 8-1/2 days which would make 21 and delete all liquidated damages. Due to the extent of our interference in the original schedule, we are in a poor position to assess any liquidated damages.

SP 82479-734

The Regional Office also recommends extension to December 17. This project was partly Federal-aided. Rough draft letters to the Federal Highway Administration and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By

John A. Bond
Construction Administration Engineer

JAB:fw
Attach.
cc V. L. Gallagher

RECEIVED
FEB 16 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 18 1971
FOR FILING

I-5-6(8).275
7466

March 16, 1971

Insurance Company of North America
220 Sansome Street
San Francisco, California 94104

Attention: Bond Department

Gentlemen:

On March 15, 1971, we wrote to you concerning release of final payment on Contract No. 7466 awarded to Adhesive Engineering Company for the Portland Pavement Marker Project in Multnomah County.

Final payment on this contract is $6,395.03 and the total contract amount is $112,987.20 including $614.76 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Encl
cc Adhesive Engineering Company
1411 Industrial Road
San Carlos, California 94070

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
L. W. Rulien

RECEIVED
MAR 16 1971
FOR FILING

I-5-6(68)275
7466

March 15, 1971

Insurance Company of North America
222 Sansome Street
San Francisco, California 94104

Attention: Bond Department

Gentlemen:

Contract No. 7466 awarded to Adhesive Engineering Company for the Portland Pavement Marker Project on various highways in the Portland area of Multnomah, Washington and Clackamas Counties, was completed December 17, 1970, and accepted by the Highway Commission on March 12, 1971.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before March 22, 1971.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Adhesive Engineering Company
1411 Industrial Road
San Carlos, California 94070

bc Frank Morgan
Ivan Merchant
L. W. Rulien
V. E. Skoog
Attn: John Herr

RECEIVED
MAR 15 1971
FOR FILING

I-5-6(68)295
7466

March 12, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed December 17, 1970 on Contract No. 7466. The contract was with Adhesive Engineering Company and was for pavement deflection on sections of various highways in the Portland area of Multnomah, Washington and Clackamas Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective March 12, 1971 and that you concur in this procedure at the Commission meeting on March 30, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
L. W. Rulien

VG:fw

RECEIVED
MAR 4 - 1971

I-5-6(68)275
1466

March 4, 1971

Oregon State Highway Commission

Request for Extension of Time
No. 2
March 30, 1971 meeting

Gentlemen:

Adhesive Engineering Company, contractor on the Portland Pavement Marker Project contract on several state highways in the Portland vicinity, Contract No. 7466, has requested an extension of the contract time. The contractor's intent was to seek an extension that would delete all liquidated damages because of temporary suspensions of the work ordered by the State and additional marker work added on this and other projects performed by the same contractor.

This project was contracted fairly late in the 1970 season. It was the first for this type work in this state and allowed only a minimum time for its performance with a specified completion date of October 31, 1970. It was decided to add the markers on three other newly completed adjacent sections of I-5 and I-205 before they opened to full traffic use. The contractor cooperated in scheduling part of this more urgent work, which delayed his own contract. In addition, two Price Agreements added the markers to two other additional sections under this contract. This added work caused operations to continue into more inclement weather which allowed only intermittent work. The project was completed December 17, 1970.

Because of the added work, I recommend that the completion date be extended to December 17, 1970. Part of the work under this contract was federally funded and we have the concurrence of the Federal Highway Administration.

This matter will be on the agenda for your consideration at the March 30 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. D. Wolfe
F. D. Morgan
V. E. Skoog
L. H. Young
R. L. Schroeder
L. W. Rulien

JAB:fw sr

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7466 Contractor Adhesive Engineering Co.

Highway Various Highways in Portland Area

Section Portland Pavement Marker Project

Kind of Work Pavement Delineation

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

Recommend extension to December 17, 1970 because of two Price Agreement additions under this contract and priority work performed under three other contracts, plus ordered stop work periods.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No.	7466
Project designation	I-405-8-(25)301 I-80N-1-(30)7 I-5-6(68)295
Date awarded	Aug. 18, 1970
Work started	Sept. 22, 1970
Per cent completed	100% Dec. 17, 1970
Completion Date	Oct. 31, 1970
No. of Workdays Allowed	
Work Completion	Dec. 17, 1970
No. of Workdays Used	
No. of Added Workdays Requested	14

B-300 (Rev.)—SM—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date November 4, 19 70

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from Oct. 31 days to Nov. 14 days, within which to complete our Contract No. 7466, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached pages 2 and 3.

Respectfully submitted,

ADHESIVE ENGINEERING COMPANY
Contractor

By W. E. Connolly
W. E. Connolly, Exec. Vice President

CONSENT OF SURETY

Date November 4, 19 70

We, Insurance Company of North America, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Steven K. Bush
Attorney-in-fact

(SEAL)

Resident Agent

The following descriptions represent our opinion of workdays during which prosecution of the work was actually prevented and the conditions or causes for such prevention in two categories, namely: suspension of work by direction of representatives of the Oregon Highway Division, and additional and extra work considered important to and/or as ordered by the Oregon Highway Division.

I. SUSPENSION OF WORK.

A. October 12, 1970: All work on Freeways of the Project was suspended to October 16, 1970. Work was redirected by Oregon Highway Division to lower daily volume sections having less critical traffic conditions, thereby reducing volume potential from 4000 markers per day to 2000 per day for four days; total potential of 8000 markers.

Workdays requested: 2

B. During the period September 23-October 31, 1970, work was suspended by direction of Oregon State Highway Division because of traffic congestion buildup prior to 3:30 p.m. daily work period termination specified in the contract under Section 108.04-B of the Special Provisions. Ten occurrences, totaling five hours' delay.

Workdays requested: 1

II. EXTRA AND ADDITIONAL WORK.

A. September 10/11: Completed applications required and directed on Contract 7275, Wilsonville Interchange (Lord Bros. Contractors, Inc.)

Workdays requested: 2

B. September 14/15: Completed applications required and directed on Contract 7275, Wilsonville Interchange (Guy F. Atkinson Co., Contractor).

Workdays requested: 2

C. September 17/18: Completed applications required and directed on Contract 7151, Tualatin River Freeway (Guy F. Atkinson Co., Contractor).

Workdays requested: 2

D. Completed, or to be completed: Extra work on Lake Oswego Highway, as directed by Oregon State Highway Division, September 30, 1970.

Workdays requested: 1

E. Completed, or to be completed: Extra work on Interstate 5, as directed by Oregon State Highway Division.

Workdays requested: 1

F. Completed, or to be completed: Increase in application of markers to Tualatin River Freeway Project, Contract 7151, as requested by Guy F. Atkinson Co., October 21, 1970.

Workdays requested: 3

Adhesive Engineering Company hereby respectfully requests the Oregon State Highway Commission grant an increase of fourteen workdays to be added to the fixed completion date of October 31, 1970, thereby extending this date to November 14, 1970.

We wish to express our appreciation for the fine cooperation we have received to date from all representatives of the Oregon State Highway Division and to emphasize that our request in no way reflects any criticism of the Division's efforts to expedite and assist us in the execution of our work, which is particularly difficult to conduct in this age of ever-increasing traffic congestion everywhere.

In fact, a useful development for future pavement marker work in the Portland area and elsewhere has been a system of "moving traffic control" which evolved by joint efforts of the Division and our Company.

RECEIVED
FEB 23 1971

FOR

OREGON STATE HIGHWAY DIVISION

I-5-4(68)295
1466

HIGHWAY BUILDING • SALEM, OREGON • 97310

Johnson
cy & ltr
2-25-71

February 9, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Contract 7466
Prefix 626-1029
FAP I-5-6(68)295
I-405-8(25)301
I-80N-1(30)7

NOTED
A. E. JOHNSON

Dear Sir:

All work under Contract No. 7466, Portland Pavement Marker Project on various metropolitan highways in Multnomah, Washington and Clackamas Counties, was completed on December 17, 1970.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

R. L. Porter
State Highway Engineer

By F. D. Morgan
F. D. Morgan
Construction Engineer

cy & Const
2-26-71

Federal Highway Administration
Oregon Division Office Endorsement

Date February 17, 1971

Conditions noted on above date: None

PEO;js

for R. E. Simpson
Division Engineer

VG:fw

cc: R. L. Porter
F. D. Morgan

RECEIVED
FEB 24 1971
OFFICE OF
STATE HIGHWAY ENGINEER

I-5-6(68)295 7466

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Portland Pavement Marker Project		WEEK ENDING: 5 February 1970
		SECTION PREFIX: 626-1029
HIGHWAY: Various highways in the Portland area		COUNTY: Multnomah, Washington, & Clackmas
NAME OF JOB: Portland Pavement Marker Project	KIND OF WORK: Pavement Delineation	
CONTRACTOR: Adhesive Engineering Co.	CONTRACT NUMBER: 7466	FEDERAL AID PROJECT NUMBER: I-80N-1(30) I-5-6(68)295 I-405-8(25)301
DATE OF CONTRACT: 18 August 1970	DATE WORK STARTED: 22 September 1970	ESTIMATED COMPLETION DATE: 17 December 1970
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: N/A	WORK DAYS USED: N/A
	SPECIFIED CALENDAR DAYS: N/A	CALENDAR DAYS USED: N/A
PROJECT AUTHORIZATION: $156,123.10	SPECIFIED COMPLETION DATE: 31 October 1970	PERCENT OF TIME ELAPSED: N/A
EXCLUSIVE OF ENGINEERING: $143,743.30	ENGINEERING AUTHORIZATION: $12,379.80	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $113,063.00	ENGINEERING COST TO DATE: $8,696.87	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 72.4%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 21.3%	PERCENT OF AUTHORIZATION 70.3 %	DATE PROJECT WAS COMPLETED: 17 December 1970

ESTIMATED PERCENT COMPLETE (ROADWORK) — Pavement Delineation

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
						100%	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	104.54				
MILES PARTIALLY COMPLETED	104.54				
MILES COMPLETED	104.54				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	135,410				
TOTAL QUANTITIES CORRECTED TO DATE	119,816				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	119,816				
AVERAGE DAILY QUANTITIES	0				
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY	0				
HOURS PER SHIFT	0				

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	N/A			
MONDAY	N/A			
TUESDAY	N/A			
WEDNESDAY	N/A			
THURSDAY	N/A			
FRIDAY	N/A			BEN GIFFORD
SATURDAY	N/A			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	NONE
MONDAY	NONE
TUESDAY	NONE
WEDNESDAY	NONE
THURSDAY	NONE
FRIDAY	NONE
SATURDAY	NONE

REMARKS

Notification of completion submitted 4 February 1971.
Semi-final to be submitted on or about 10 February 1971.

SIGNED M. B. Smith LOCATION Scappoose

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

RECEIVED
NOV 27 1970

STATE COPY

FOR FILING

FORM PR-33B (Rev. 6-68)

11-23-70

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION REPORT

(23 CFR 630.205(d)-6.1)

Area Engr Bryant Area Engr Christiansen

(Check appropriate box) ☐ Contact ☒ Project Stage Inspection ☐ Final Inspection

Region No.	Report No.	County	Division
5	2	Multnomah, Clackamas, Washington	Oregon

I-5-6(68)215 7462

Date of Inspection	Inspection Made By	Project No.
11-4-70	F.E. O'Neil, Asst Area Engr	I-5-6(68)295, I-205-1(30)70, I-405-6(23)301

In Company With

P. Bernhert, Res Engr, OSHD & H. Wieringa, Hwy Engr Trainee

Quality of Work*	Progress of Work	Time Elapsed	Work Completed
Satisfactory	Unsatisfactory	*See below	36 %

Report to Include: (1) Scope of Inspection (2) Summary of Findings, Recommendations, and Action Taken.

(*Not applicable for all Contracts.)

Project Stage Inspection on Pavement Markers

***Specified completion date October 31, 1970**

NOTED
A.L. JOHNSON

PORTLAND PAVEMENT MARKER PROJECT
Various highways in the Portland area in Multnomah, Clackamas, and Washington Counties

1. SCOPE OF INSPECTION:

This inspection consisted of an observation of the contractor's construction operation, the State's inspection procedures, and a review of the office records concerning the pavement markers.

2. SUMMARY OF FINDINGS:

a. The Resident Engineer has assigned a capable and conscientious man as inspector of this project. He covers the contractor's operation continually and maintains adequate records of all materials incorporated into the work.

b. The project personnel have insured that the contractor has placed the proper signing to insure the safety of the traveling public. Photographs 1 through 5 indicate the signing sequence. From the last sign location (photo 5) to the work area one lane is closed off for the placement operation. Preceding the work area by approximately ¼ mile a flagman is positioned to further inform the traveling public that work is underway (photo 6).

(more)

TOM [illegible] TOM [illegible]

RECEIVED
NOV 2[illegible] 1970
OFFICE OF
STATE HIGHWAY ENGINEER

REPLACES PR 33A 3-65, WHICH WILL NOT BE USED.

c. The contractor's main operation on the main lines consists of the following:

(1) Sandblasting (photo 7) and dual epoxy dispenser (photo 8) units which are mounted on a Ford van and controlled by the driver. The sandblasting is accomplished by a man walking in front of the van. He obtains his blast spacing by a pipe mounted on the van with "T" joints at 3-foot spacing (see photo 9) along the pipe.

(2) The buttons are then placed on the fresh epoxy by a fellow on a go-cart (photo 10).

(3) The last operation is a flatbed truck and driver that follows anywhere from 15 minutes to 30 minutes behind the button placement checking to insure the epoxy has set then picking up the cones (photo 11).

d. The acceleration and deceleration lanes are done by a different unit and team. The sandblasting and epoxying is accomplished with one unit (photos 12 and 13). A flagman and cones are used to divert traffic into the through lanes (photo 14).

e. To obtain adequate bond most of the thermoplastic and paint strips are removed (photo 15).

f. The reflectorized and nonreflectorized buttons are placed according to plan. One lead reflectorized button (photo 16) and five nonreflectorized white buttons (photo 17).

g. The project office has adequate coverage for the materials incorporated into the project at the present time.

h. The contractor's progress of work is considered Unsatisfactory.

i. The contractor has the required EEO posters placed in the cab of Ford van. Also all other pertinent data was on file in the Resident's office.

j. The different types of pavement markers were tested by the State Highway Laboratory and found Satisfactory. On-site sampling and testing consists of quantity checks on the epoxy components to assure proper mixture.

(more)

3. COMMENTS AND RECOMMENDATIONS:

a. The contractor was informed on several occasions by project and Regional personnel that his progress of work was unsatisfactory. The contractor did make an attempt to increase his production by bringing in a different sandblasting unit; however, this did not increase his productivity. He has also added a secondary unit and team to pick up the short segments on acceleration and deceleration lanes.

Since adverse weather conditions have a critical effect on the placement of the pavement markers, the State should consider letting contracts for future work of this type earlier in the season.

b. For lane closures, the contractor's use of the utility trailer with the "USE RIGHT LANE" sign and amber lights (photo 5) is a very satisfactory way to divert traffic.

c. The State Highway Division should institute reasonable speed restrictions and arrange for enforcement in similar areas where work is required in the travelway of high-speed high-volume highways.

#2

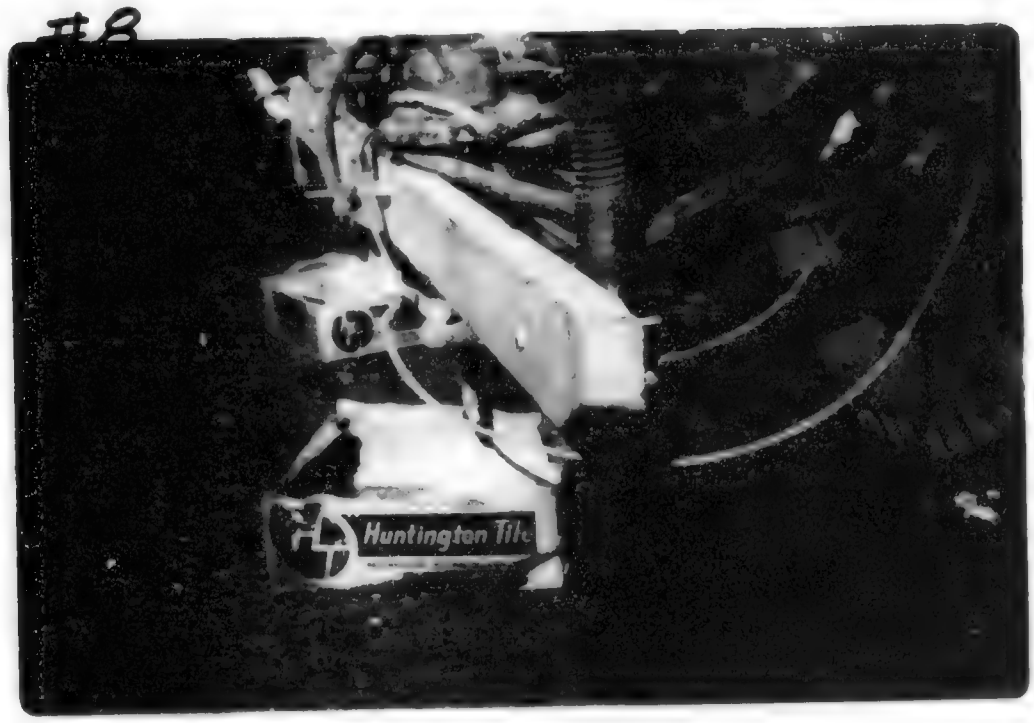
#4

#5

#6

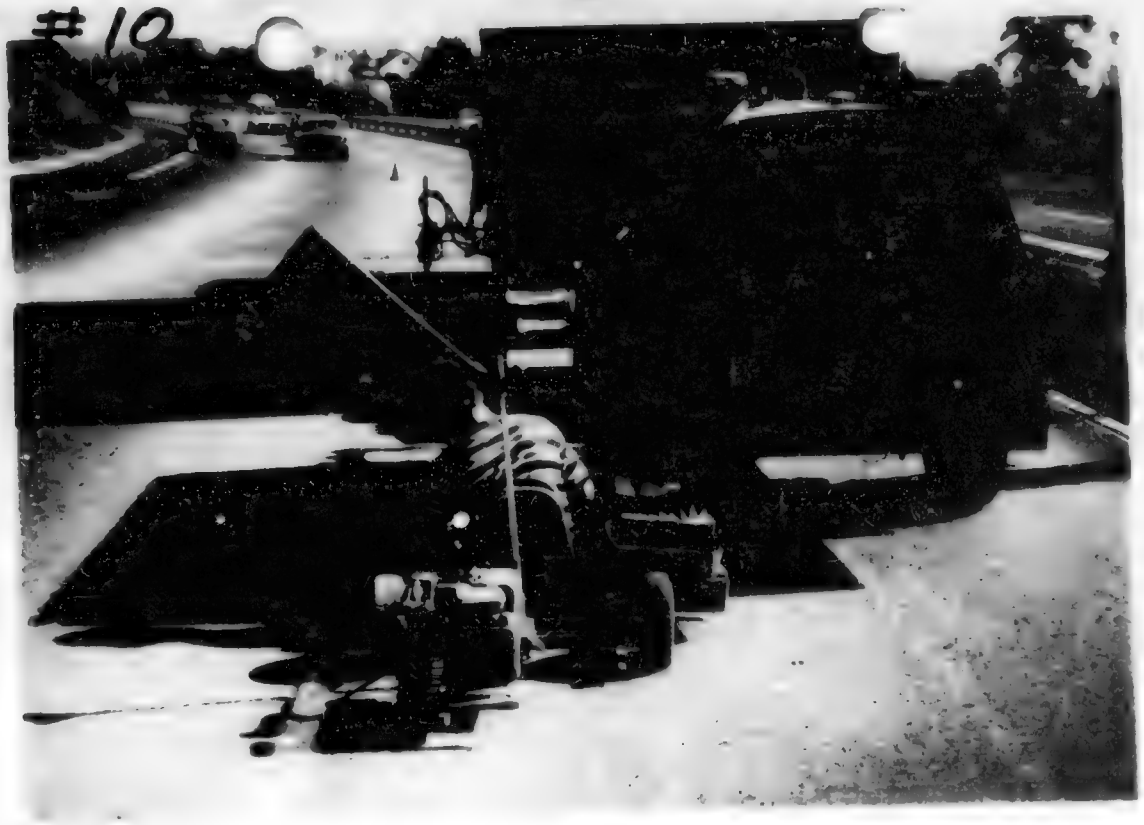
#7

#8



64

#10



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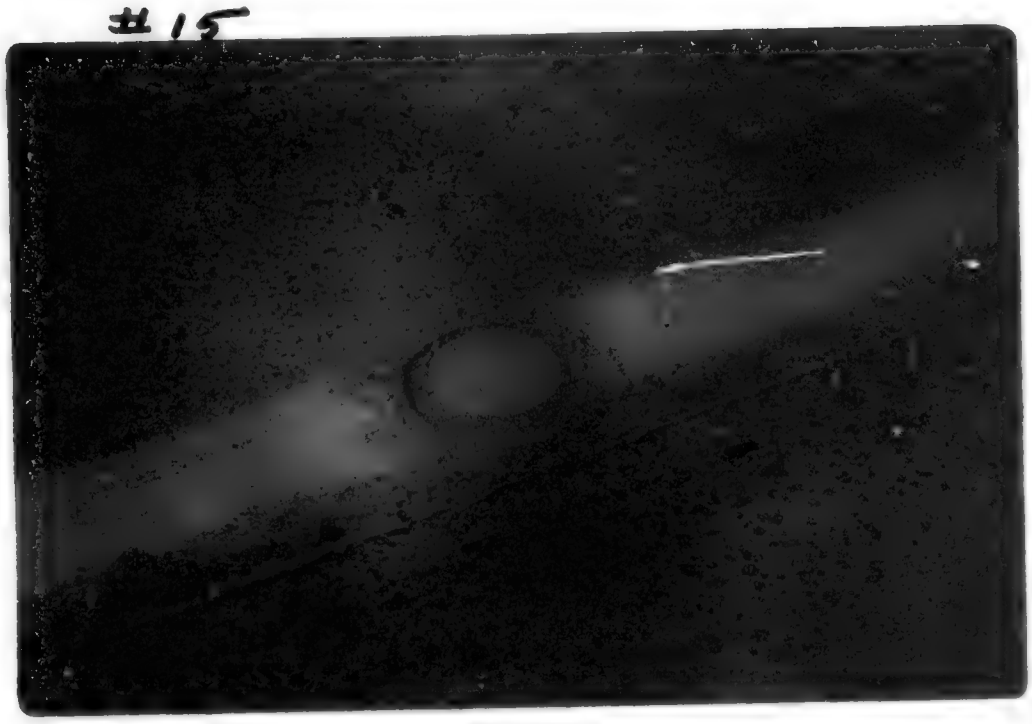


#16

#17

Form FHWA-121 (12-67)

NOV 24 1970

UNITED STATES GOVERNMENT

Memorandum

I-5-6(68)295
7466

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 17, 1970

In reply refer to: 08-35-DA

NOTED
R. E. JOHNSON

SUBJECT: Oregon Projects I-5-6(68)295, I-80N-1(30)7, and I-405-8(25)301
Portland Pavement Markers
Price Agreement No. 3

The addition of reflectorized pavement markers on Interstate 5 between the North Tigard Interchange and the Tualatin River will be a marked improvement over the existing paint stripes. However, as discussed with Mr. A. Johnson, we only participate in one permanent installation of pavement markings.

Since this highway will be completely reconstructed with FAI funds in the near future and with our policy on participating in one installation, we have to turn down your request for participation. We are returning Price Agreement No. 3.

Enclosure
P.A. No. 3

11-23-70
Orig + Enc
to Morgan
4

NOTED
TOM EDWARDS

RECEIVED
NOV 19 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 12 1970
C.O. FILES

FORM E-30 (4-70) SP*52509-734

I-5-6(4-8)275
1466

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
October 8, 1970

To: Memo to File

SUBJECT: Temporary Lane Closures
Freeway System
Portland

At the request of Mr. Rulien, Region 1 Engineer, I met with him and members of his staff on October 7 to discuss methods of handling traffic under the subject condition.

Based on permanent recorder data and a lane capacity of 800 to 1000 vehicles per hour, I prepared a general schedule (copy attached) showing the hours when this type of operation could be worked without causing congestion. The first condition is applicable when only one lane of moving traffic can be maintained in one direction, and the second condition is for two moving lanes.

Dennis L. Peterson
Metropolitan Traffic Engineer

DLP:lh
Enc
cc: A. E. Johnson
R. L. Schroeder
L. W. Rulien

NOTED
A. E. JOHNSON

RECEIVED
OCT 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

1 LANE

WEEKDAYS	1A - 6A
SAT	1A - 7A
SUN	1A - 9A

2 LANES

WEEKDAYS	MID - 7A
	9A - 3P
	7P - MID
WEEKENDS	MID - NOON
	6P - MID

10-1-70

STATE COPY

RECEIVED
OCT 14 1970
Region
WEST DC

FOR FILE

I-5-6(68)295

FORM PR-33
(REV. 3-68)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

INITIAL INSPECTION REPORT

(Check appropriate box) ☒ Contact ☐ Project Stage * ☐ Statewide Inspection-in-Depth

Region No.	Report No.	County	Division
7 4 6	1	Multnomah Clackamas Washington	Oregon

Date of Inspection	Inspection Made By	Project No.
10-1-70	P. E. O'Neil, Asst Area Engineer X I-80N-1(30)70	I-5-6(68)295 I-405-8(25)301

In Company With

P. Burnhart, Res Engr, OSHD; R. Humes, Hwy Engr Trne, FHWA

Location

Portland Pavement Marker Project on various highways in Portland area

Contractor Name and Address

Adhesive Engineering Co. San Carlos CA

Award Date	Contract Amount	Time Allowed	Time Started	Work Started
8-18-70	132,553.40	till Oct. 31, 1970	9-22-70	9-24-70

Quality of Work	Progress of Work	Time Elapsed	Work Completed
Satisfactory	*See below	Comp.date 10-31-70	6.5

Roadbed (Width) *(Feet 0. to 0. of shoulders)*

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
I-5	Y101	14.97			
I-80N	Y101	1.38			
I-405	Y101	2.38			

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)*

PORTLAND PAVEMENT MARKER PROJECT
Various highways in the Portland area in Multnomah, Clackamas, and Washington counties

1. GENERAL DESCRIPTION OF PROJECT:

This project provides for the installation of reflective and nonreflective type pavement markers for traffic delineation on various highways in the Portland area.

2. WORK IN PROGRESS:

NOTED
A. E. JOHNSON

The contractor is placing pavement markers on the NB and SB lanes on I-5 between the Marquam Bridge and the Pacific Highway interchange.

Mr. Coleman Bateman Truffet 10.13.70

(more)

RECEIVED
OCT 13 1970
OFFICE OF
STATE HIGHWAY ENGINEER

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

3. COMMENTS:

The contractor's operation consists of a single truck which sandblasts and applies the epoxy followed directly by a worker on a go-cart who places the pavement markers on the freshly placed epoxy. This continuous operation is preceeded by a flagman approximately 1/4 miles ahead of the operation and an additional workman following the operation checking the markers and epoxy for proper curing and picking up the traffic cones.

*This one-truck operation of sandblasting and placing the epoxy is hindering the progress of the operation.

The truck is equipped with two epoxy jets near the side of the cab and a sandblasting unit attached to the front end. The workman operating the sandblasting hose cannot operate and advance as rapidly as the truck with the two automatic jets placing epoxy. With both operations being tied to one truck the epoxy on each series of points cannot be placed until the sandblasting is completed.

The resident indicated that the contractor is going to obtain a separate truck to do the sandblasting well ahead of the epoxy operation. This should allow both operations to move ahead at their maximum continuous rate providing a more efficient overall operation. The operation and its progress will be checked at a later date when this new equipment is in operation.

The signing and traffic control is being handled in an acceptable manner.

An additional informational report with photographs will be made on this job at a later date.

The equipment on the job at the time consists of:

1 flatbed truck
1 van type truck
1 small trailer
1 compressor
1 go-cart

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	STATE
9-44	**FEDERAL-AID PROJECT AGREEMENT**	Oregon
PROJECT REPORT NO.	(PPM 21-7)	COUNTY
3	9-15-70	Multnomah
		PROJECT NO. I-5-4(68)295 Safety

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Washington State Line-N. Tigard Interchange Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-22-70	14.97
OTHER (Specify)		

FUNDS Pre Rate 92.26%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 37,306.00	$ 34,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By [signature]

Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By [signature]
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer SEP 15 1970

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds.

(b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, up-

Oregon State Highway Division

Federal Aid
Project No. I-5-6(68)295 Safety

WASHINGTON STATE LINE-N. TIGARD INTERCHANGE SECTION

PACIFIC HIGHWAY IN MULTNOMAH COUNTY

Salem, Oregon, August 28, 1970

Project agreement estimate.

Type Code Y101
Pavement Markers (MP X6.97 thru Eq. X0.00 = 0+00 to M.P. 8.0)

Temporary Protection and Direction of Traffic	All Required (33%)		$ 957.00
Mono Directional Crystal Type I Markers	7,140 only	1.55	11,067.00
White Type II Markers	35,700 only	0.569	20,313.30
			$ 32,337.30
Flagging (60% of contractor's cost)	All Required (33%)		1,650.00
	Subtotal		$ 33,987.30
	10% Engr. & Cont.		3,398.70
	Total		$ 37,386.00

Length of Roadway - - 0.00 mile

Federal Funds - - - - - - - - - - - -	$34,000.00
State Funds - - - - - - - - - - - -	3,386.00
Total - - - - - - - - - - - - - - -	$37,386.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 26%
Group 9 - 67%

Contract No. 7466

Prefix 626-1029

PORTLAND PAVEMENT MARKER PROJECT

Nonparticipating - State Work

Temporary Protection and Direction of Traffic	All Required (59%)		$ 5,900.00
Mono Directional Crystal Type I Markers	26,500 only	1.55	41,075.00
Bi Directional Crystal Type I Markers	510 only	1.59	810.90
Bi Directional Yellow Type I Markers	17,000 only	1.59	27,030.00
White Type II Markers	38,000 only	0.569	21,622.00
	Subtotal		$ 92,248.90
Flagging (60% of contractor's cost)	All Required (59%)		2,950.00
	Total		$ 95,198.90

RECEIVED
AUG 26 1970
FOR FILING

I-5-6(68)295
7466

August 24, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of August 18, 1970, is requested in the award of contract for the Portland Pavement Marker Projects, Project Nos. I-80N-1(30)7, I-5-6(68)295 and I-405-8(25)301.

The contractor receiving the award is Adhesive Engineering Company, in the amount of $132,533.40 with Contract No. 7466 assigned. This bid was received on August 13, 1970, and awarded August 18, 1970.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Federal Highway Administration's
Endorsement

Date_____
I concur in the award.

R. E. Simpson
Division Engineer

DAR:bb

RECEIVED
AUG 24 1970
FOR FILING

I-5-6(68)295
7466

August 19, 1970

Adhesive Engineering Co.
1411 Industrial Road
San Carlos, California 94070

Gentlemen:

The State Highway Commission on August 18, 1970, awarded to you State Highway Contract No. 7466 in the amount of $132,553.40 on the Portland Pavement Marker Project in Multnomah, Washington and Clackamas Counties as soon as the Bureau of Public Roads approves the project.

Later that same day, approval was received from the Bureau of Public Roads.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

sss

cc F. D. Morgan
I. D. Merchant
L. W. Rulien
Paul Barnhart
Wm. Geibel (SAIF)

RECEIVED
AUG 19 1970

OSHD (A. E. Johnson)

I-5-6(68)295
File
7466

Box 300
Salem OR 97308

August 17, 1970

08-35.1

R. E. Simpson, Division Engineer

Oregon Projects I-5-6(68)295, I-301-1(37), I-405-8(25)301
Portland Pavement Marking

At the bid opening on August 13, T & C Engineering Company, San Carlos, California was low bidder. Engineering estimate was $169,720.50 and the low bid was $132,553.40.

Today I received a call from Mr. Moreno of Pavement Marking Company, raising questions and interpretations in regard to the 50 percent limitation which states that the "contractor perform with his own organization contract work amounting to not less than 50 percent of the total contract price."

Illustrations were given in regard to those contracts where materials may approach or exceed the 50 percent limitation, the need to meet Davis-Bacon requirements for subcontract, and the possibility of a contractor placing on his payroll, on a loan basis, skilled employees of another organization.

It appeared that the call was essentially to alert this office of the limitations T & C Engineering Company has in carrying out the subject contract.

I advised the Pavement Marking Company that we would watch this work with interest.

Simpson:nig

cc:
OSHD (A E Johnson)

NOTED
A. E. JOHNSON

RECEIVED
AUG 18 1970
OFFICE OF
STATE HIGHWAY ENGINEER

copy to Morgan 8/19/70

"Have Region write for subcontracts."

TRANSACTION NUMBERS 7-36 THRU 7-38

FORM PR-48 (REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 7-21-70

BY (Signature): MR. YOUNG'S JULY 20, 1970 LETTER

TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 617 THRU 619

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
617	I-80N-1(30)7	1.38	5,000	4,600	N.E. 102ND AVE.-N.E. 122ND AVE. INTERCHANGE (PORTLAND)	RAISED PAVEMENT MARKERS
618	I-5-6(68)295	14.97	63,000	58,000	I-5 WASHINGTON STATE LINE - N. TIGARD INTERCHANGE (PORTLAND)	RAISED PAVEMENT MARKERS
619	I-405-8(25)301	2.38	11,500	10,600	I-405 S. W. 14TH AVE. - HARBOR DRIVE (PORTLAND)	RAISED PAVEMENT MARKERS

7-21-70

Young 7-28-70 Klaboe

REMARKS (Division)

RECEIVED JUL 23 1970

RECEIVED JUL 23 1970 OFFICE OF STATE HIGHWAY ENGINEER

POSTED TOM EDWARDS NOTED F. B. KLABOE

DATE	RECOMMENDED SIGNATURE AND TITLE	DATE	APPROVED SIGNATURE AND TITLE
		JULY 21, 1970	R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

7-14-70

FEDERAL-AID P (PPM

	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEA
CARD 2	1 (19) (20)	I-80N N.E. 102nd Ave.-E. 1.38 Mi. 21 65	ADT	22,800	60,800 (68) (70) (71)	9

	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUT
CARD 3	Raised Pavement Lane Markings 28 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74)

	CLASS OF FEDERAL FUNDS	COUNTY NAME
CARD 4	Interstate	
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. I / FEDERAL-A I-80N

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT C TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					PE		I-80N N.E. 102nd Ave.-E. 1.38 Miles (N.E. 102nd Ave.-N.E. 122nd Ave. Interchange Section)			
5					ROW					
5					CONST (CODE) Safety Y101			1.38	5,000	4,600
							PROJECT TOTALS	1.38	5,000	4,600

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

(16) (23) (24)

7772

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
		22,800	60,800	90	08	Oregon	35	042	617

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only: POST MI.	DESIG.
					I-	80-1	(30)	7	N

COUNTY NAME: Multnomah — CODE: 051

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. I — FEDERAL-AID: I-80N — STATE: 2 — U.S.: I-80N

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
					Raised Pavement Lane Markings
1.38	5,000	4,600	400		ROW-100' minimum; Access Control-full; Park. Restrictions-complete.
1.38	5,000	4,600	400		

REMARKS

Additional Data: Item IU-31, Project No. I-80N-1(1)5. This project qualifies as a safety improvement under PPM 21-16.

-OVER-

USCOMM DUSCOMM-DC 48905-P61

N.E. 102ND AVE.-N.E. 122ND AVE. INTERCHANGE SECTION

Remarks - Continued

This project consists of installing raised pavement markers to indicate lane line and augment pavement-edge lining. This will be accomplished by using two types of raised pavement markers (Type 1 - reflectorized, and Type II - nonreflectorized) installed in combination and separately.

Public hearing not required under Par. 6c of PPM 20-8.

CRAG clearance not required as this work is considered stage construction.

State clearinghouse review not required because this type of work is exempt from review by the working agreement.

Design approval is considered to have been given for raised pavement lane marker safety construction when the Bureau of Public Roads accepted the publication by AASHO "yellow book", Highway Design and Operational Practices Related to Highway Safety.

RECEIVED
JUL 24 1970
FOR FILING

I-5-6(68)295
7466

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 21, 1970

SUBJECT: Supplemental Utility Status Report for July 23, 1970 Letting

To: Mr. L. H. Young
Program & Planning Engineer
BUILDING

There are no utilities involved in the Portland Pavement Marker Projects, Nos. I-80N-1 (30) 7, I-5-6 (68) 295 and I-405-8 (25) 301.

F. D. Morgan
Construction Engineer

By: James Cartwright
for T. W. Litchfield
Railroad & Utility Engineer

JMC:ss

cc: F. B. Klaboe
D. J. Barbee
V. E. Skoog
D. H. Moehring
C. G. Swenson
L. H. Young (4)

NOTED
A. E. JOHNSON

NOTED
F. B. KLABOE

RECEIVED
JUL 21 1970
OFFICE OF
STATE HIGHWAY ENGINEER

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

7-14-70

FEDERAL-AID (PP

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21 65			ADT	PRESENT	FUTURE (68)(70)	YEA (71)			
	1	I-405 S.W. 14th Ave.-Harbor Drive				36,000	90,000	9			
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62		NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (76)	DA AREA (77)	EMERG. YR. (72)(73)	PL. AU (74)		
	Raised Pavement Lane Markings										
CARD 4	CLASS OF FEDERAL FUNDS							COUNTY NAME			
	Interstate										
	NAME OF URBAN AREA 17-31							ROUTE NO. I	FEDERAL-A		
	Portland								I-405		

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT TOTAL ESTIMATED COST	ESTIMATED PROJECT FEDERAL FUNDS
	1	(1415) (18)	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					PE		I-405 S.W. 14th Ave.-Harbor Drive			
5					ROW					
5					CONST (CODE) Safety Y101			2.38	11,500	10,600
								2.38	11,500	10,600

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	(16) (23)(24)

9776

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

7-14-70

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(65)	ADT	36,000	90,000 (66)	90 (70)(71)(72)	08	Oregon	35 (2)(3)	042 (4)(9)	619 (14)(18)

TE (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)

PROJECT NUMBER

PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only: POST MI.	I Projects Only: DESIG.
I-	405-8	(25)	301	
14 23	7	18	(24) (28)	27

COUNTY NAME: Multnomah — CODE: 051 (14)(16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. I — FEDERAL-AID: I-405 (32) — STATE: 61 (36)(37) — U.S.: I-405 (41)

	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	(54) (55)(56)	(57) (58)	(66)(67)			
Ave.-						Raised Pavement Lane Markings
	2.38	11,500	10,600	900		ROW-250' normal; Access Control-full; Park. Restrictions-Complete.
CT LS	2.38	11,500	10,600	900		
	(16)	(23)	(24)	(33)		

REMARKS

Additional Data: Items I-35A and I-276, Project Nos. I-405-8(1)301 and I-405-8(5)301. This project qualifies as a safety improvement under PPM 21-16.

-OVER-

USCOMM DUSCOMM-DC 48903-P61

S.W. 14TH AVE.-HARBOR DRIVE SECTION

Remarks - Continued

This project consists of installing raised pavement markers to indicate lane line and augment pavement-edge lining. This will be accomplished by using two types of raised pavement markers (Type I - reflectorized, and Type II - nonreflectorized) installed in combination and separately.

Public hearing not required under Par. 6c of PPM 20-8.

CRAG clearance not required as this work is considered stage construction.

State clearinghouse review not required because this type of work is exempt from review by the working agreement.

Design approval is considered to have been given for raised pavement lane marker safety construction when the Bureau of Public Roads accepted the publication by AASHO "yellow book", Highway Design and Operational Practices Related to Highway Safety.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

7-14-70

FEDERAL-AID (P

CARD 2	REPORT NUMBER (18)–(20): 1	PROJECT LOCATION (45 typewriter spaces) (21–65): I-5 Washington St. Line-S. 14.97 Mi.	ADT	PRESENT: 60,000	FUTURE (66)–(70): 88,000

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) (28–62): Raised Pavement Lane Markings	NATL. FOREST (63)–(65)	FH ROUTE NO. (66)–(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)–(73)	PL. (74)
CARD 4	CLASS OF FEDERAL FUNDS: Interstate						COUNTY NAME	
	NAME OF URBAN AREA (17–31): Portland						ROUTE NO. I	FEDERAL I-

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (43–46)	STEP (53)	TERMINI (Full description)	MILES (54)–(58)	ESTIMATED PROJEC: TOTAL ESTIMATED COST (59)–(66)	FEDERAL FUNC (67)
1	(1415)	(16	41	42						
5					PE		I-5 Washington St. Line-S. 14.97 Miles (Washington State Line-N. Tigard Interchange Section)			
5					ROW					
5					CONST (CODE) Safety Y101			14.97	63,000	58,000
							PROJECT TOTALS	14.97	63,000	58,000

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

7466

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(65)	ADT	60,000 (68)	88,000 (70)	90 (71) (72)	08	Oregon	35 (2) (3)	042 (4) (9)	618 (14) (15)

IPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI.	DESIG.
					I- (14 23)	5-6 (7 13)	(68)	295 (24) (26)	27

COUNTY NAME: Multnomah — CODE: 051 (14) (16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. I — FEDERAL-AID: I-5 (32) — STATE: 1 (36) (37) — U.S.: I-5 (41)

MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Raised Pavement Lane Markings
14.97	63,000	58,000	5,000		ROW-300' normal; Access Control-full; Park. Restrictions-complete.
14.97	63,000 (16) (23)	58,000 (24) (33)	5,000		

REMARKS

Additional Data: Item No. I-34E, Project No. I-5-6(18)301. This project qualifies as a safety improvement under PPM 21-16.

-OVER-

USCOMM DUSCOMM-DC 48905-P61

WASHINGTON STATE LINE-N. TIGARD INTERCHANGE SECTION

Remarks - Continued

This project consists of installing raised pavement markers to indicate lane line and augment pavement-edge lining. This will be accomplished by using two types of raised pavement markers (Type I - reflectorized, and Type II - nonreflectorized) installed in combination and separately.

Public hearing not required under Par. 6c of PPM 20-8.

CRAG clearance not required as this work is considered stage construction.

State clearinghouse review not required because this type of work is exempt from review by the working agreement.

Design approval is considered to have been given for raised pavement lane marker safety construction when the Bureau of Public Roads accepted the publication by AASHO "yellow book", Highway Design and Operational Practices Related to Highway Safety.

Mr. Klaboe IV

FORM E-90-X (12-67)

I 5-6(6 N)225
7466

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

July 20, 1970

To: Mr. L. H. Young
Program and Planning
Engineer

SUBJECT: Right of Way Status
FAI Project
August 13, 1970, Bid Opening

BUILDING

I certify that to the best of my knowledge the following statement is correct with regard to the right of way for the above project scheduled for contracting on the above date.

On the following project, all rights of way, rights of access, or rights of entry are acquired.

Portland Pavement Marker Project, Pacific Highway, Stadium Freeway, Columbia River Highway

Relocation advisory assistance has been provided where necessary in accordance with paragraph 3h of PPM 80-5.

All the right of way on this project involving occupied improvements was acquired and possession taken prior to August 23, 1968; consequently, the certifications required under paragraph 5 and 16b of IM 80-1-68 do not apply.

This certification does not include right of way, rights of access, or rights of entry that are being purchased from utilities or railroads as part of agreements being handled by the Utilities Section. These will be certified separately by the Utilities Engineer.

NOTED
F. B. KLABOE

ORIGINAL SIGNED
JOHN R. OAKES

John R. Oakes
Assistant Right of Way Engineer

JRO:GZ

cc F. B. Klaboe
V. E. Skoog
T. W. Litchfield
W. H. Haskin
Duane Ridings
Frank Lowe
M. R. Mitchell

RECEIVED
JUL 23 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 14 1970

FHWA-1321 (12-67)

UNITED STATES GOVERNMENT

Memorandum

I-5-6(68)295

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

7466

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: July 9, 1970

In reply refer to: 08-35-EC/722.5

SUBJECT: Raised Pavement Lane Marking
Proposed Interstate Safety Project
Portland and Vicinity
Highways I-5, I-205, I-405, and I-80N

I concur that the installation of raised pavement markings on the sections of the subject routes listed in Mr. Klaboe's July 1 letter is eligible for Interstate funding as a safety project. We would hope that this type of lane marking will be extended to other high volume highways in the Portland area such as the Banfield freeway. This work could also be programed as a Federal-aid project.

NOTED
F. B. KLABOE

Comments will be made on Drawing SD-827 after we have completed our review.

cc:
Region (08-00.33) w/encl

7-14-70

REFERRED TO
Barbee - Young
BY ASST. STATE HWY. ENGR.

Please proceed with Job

NOTED
TOM EDWARDS

RECEIVED
JUL 10 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 2 - 1970
FOR FILING

I-5-6(68)295
7466

July 1, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Raised Pavement Lane Marking
Proposed Interstate Safety Project
Portland and Vicinity
Highways I-5, I-205, I-405 and I-80N

Dear Sir:

We hereby request your concurrence that the proposed "safety" work set forth hereinafter on the Interstate System within or near the City of Portland is eligible for Interstate funding under PPM 21-16 (Highway Safety Improvement Projects).

On multilane roadways with high-speed traffic, lane delineation is essential to properly orient drivers, thereby avoiding the hazards caused by accidental encroachment into the adjacent lanes. Painted lane markings are practically indiscernible during periods of inclement weather such as rain or fog, which is common to this area the greater portion of the year. This condition is greatly aggravated during the night hours and especially so on illuminated stretches of highway.

The proposed work consists of installing raised pavement markers to indicate lane line and augment pavement-edge lining. This will be accomplished by using two types of raised pavement markers (Type I--reflectorized, and Type II--nonreflectorized) installed in combination and separately as shown for freeways on the enclosed copy of Drawing SD-027.

The expected effects of using the raised lane markers is increased visibility over painted lines and creation of a side effect of harmless vibrations caused by running over the raised markers. These two conditions combined should better orient the drivers in lateral position on the roadway. Therefore, during inclement weather, traffic should generally be better positioned on the roadway, which will greatly aid in improving traffic safety.

The project locations where we intend to install raised pavement markers are as follows:

	Route	Termini
(A)	I-5	Washington State Line (MP X6.97) southerly to Washington County Line (MP 8.0).
(B)	I-5	I-205 Interchange (MP 12.43) southerly to the south end of the Willamette River Bridge (MP 18.42).
(C)	I-405	N.W. 14th Ave. Connection (MP 1.78) southerly to I-5 Interchange (MP 4.76).
(D)	I-205	I-5 Interchange (MP 0.0) northeasterly to the east end of the Willamette River Bridge (MP 9.3).
(E)	I-80N	Proposed I-205 Interchange (N. E. 102nd Ave.) easterly to N. E. 122nd Ave. Interchange (MP 8.37).

Enclosed is a copy of a small-scale map showing approximately the above locations.

We trust the foregoing information is sufficient for your concurrence that the proposed work is eligible for Interstate funding.

It shall be appreciated if this matter can be expedited as we desire to program and receive bids at our August 13, 1970 bid letting.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Enclosures
JG:ia

cc: R. L. Porter
Tom Edwards
L. H. Young
D. J. Barbee
H. S. Cox
R. N. Chase
B. L. Gifford

copy - Bothman
Crandall
7-2-70

RECEIVED
JUN 23 1970
FOR FILING

452-d

I-5-6(8)-175
7466

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
June 8, 1970

NOTED
R. L. PORTER

SUBJECT: Pavement Marker Contract
Portland and Vicinity

To:
Carl Williams
Assistant Maintenance Engineer
DEPARTMENT

Herewith attached is the contract to install pavement markers in and around the city of Portland as indicated in the specifications under "Work to be Done". These are the locations as requested by Mr. Edwards on June 1, 1970.

The estimated cost of the contract is $191,900 plus approximately $24,000 for engineering and contingencies, for a total of about $215,000.

The division of funds is as follows:

Interstate Funds		$ 90,500
State Funds		
All Button Line	53,800	
Reflectorized Button Only	47,600	101,400
TOTAL CONTRACT		$ 191,900

Suggest $250,000

As this contract is intended to utilize Interstate Funds, it should be advanced on its way to the Office Engineering personnel as soon as possible. I believe the six weeks lead time necessary for the July 23 letting will give us a deadline of June 11, 1970.

MAINTENANCE ENGINEER
RECEIVED
JUN 10 1970
ME AME AME OE AG
BS ABS AA FILE TA

D. R. Adams
Sign Operations Engineer

DRA:nk
attachment

Original - attn, plans, specs
Handed Edwards 6-9-70
Ed

BID SCHEDULE

Item No.	Item	Quantity & Unit	Unit Price	Amount
1.	Mono-directional Crystal Marker, Type I	31,600	1.75	$ 55,300
	For per ea.			
2.	Mono-directional Yellow Marker, Type I	27,000	1.75	47,300
	For per ea.			
3.	Bi-directional Crystal Marker, Type I	800	2.05	1,600
	For per ea.			
4.	Bi-directional Yellow Marker, Type I	9,600	2.05	19,700
	For per ea.			
5.	White Marker Type II	90,600	0.75	68,000
	For per ea.			
	TOTAL AMOUNT OF BID			$ 191,900

F-102(13) Gap-Tygh Summit Section, of The Dalles-Calif. Hwy., S. of The Dalles (Grading & Pav.) 1970

#7467

#7467

STATE COPY

MONTHLY TRANSACTION NUMBER 8-38	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER 1	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY Wasco
MODIFICATION NUMBER 2	(PPM 21-7) 8-16-72	PROJECT NUMBER F-102(13)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 2, 1970, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,835,547	$ 1,859,323
Federal Funds	$ 1,166,300	$ 1,176,500
Other revisions		

This modification is made for the following reasons:

Increase in cost due to increase in bid item quantity.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 16th day of August, 1972.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By R E Johnson

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By E J Black
Acting (Division Engineer)
for G. L. Green

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 915-669

Oregon State Highway Division

Federal Aid Project
No. F-102(13)

GAP - TYGH GRADE SUMMIT SECTION OF THE

DALLES - CALIFORNIA HIGHWAY IN WASCO COUNTY

Salem, Oregon, August 9, 1972

Revised Project Agreement Estimate

Type Code 6201
Roadway (Sta. 794+45.17 through Equa. 1098+57.03 = 2013+12.57 to Sta. 2082+00)

Sub-total on Previous estimate of November 4, 1971			$1,668,679.40
Previous estimate			
General Excavation	800,000 cu. yd.	0.655	$ 524,000.00
Revised estimate			
General Excavation	833,000 cu. yd.	0.655	$ 545,615.00
		Increase	21,615.00
		Sub-total	$1,690,294.40
	10% Engr. & Cont.		169,028.60
		Total	$1,859,323.00

Length of Project - - - - - - - - - - - - - 7.071 miles
Cost of Roadway per mile - - - - - - - - - $262,950.50

Federal Funds	$1,176,500.00
State Funds	682,823.00
Total	$1,859,323.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 = 99%
Group 9 = 1%
Contract No. 7467
Prefix 33-1003

STATE COPY

Monthly transaction number: 11-83	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION Bureau of Public Roads	State: Oregon
Project report number: 6	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County: Wasco
Modification number: 1	(PPM 21-7) 11-18-71	Project number: F-102(13)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 2, 1970, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,767,815	$ 1,835,547
Federal funds	$ 1,123,000	$ 1,166,300
Other revisions		

This modification is made for the following reasons:

Increase in bid item quantities and approved items previously retained in program status.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 18th day of November, 1971.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By _____
(Division Engineer)
for R. E. Simpson

Form PR-2A (Rev. 4-70) Existing stocks of Form PR-2A (Rev. 10-68) will be used.

Oregon State Highway Division

Federal-Aid
Project No. F-102(13)

Gap-Tygh Grade Summit Section

on The Dalles-California Highway in Wasco County

Salem, Oregon, November 4, 1971

Revised Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 794+45.17 thru Equa. 1098+57.03 = 2013+12.57 to Sta. 2082+00)

Temporary Protection and Direction of Traffic	All Required		$ 73,900.00
Clearing and Grubbing	All Required		72,454.00
Removal of Structures and Obstructions	All Required		1,100.00
Ditch Excavation	2,963 cu.yd.	1.50	4,444.50
Embankment Foundation Excavation	20,200 cu.yd.	0.50	10,100.00*
General Excavation	800,000 cu.yd.	0.655	524,000.00*
Overhaul	106,700 C-yd.sta.	0.30	32,010.00
Trench Excavation	3,768 cu.yd.	4.00	15,072.00
Finishing Roadbed & Slopes	7.07 mile	1,000.00	7,070.00
Obliteration of Roadway	3,800 sq.yd.	0.20	760.00
Watering	3,300 M-gal.	4.00	13,200.00
Bituminous Base Mixture	25,120 ton	5.00	125,600.00*
Asphalt in Bituminous Base Mixture	1,310 ton	34.00	44,540.00
3/4"-0 Aggregate Base	19,200 ton	2.00	38,400.00*
Plant Mix Aggregate Base	106,400 ton	2.00	212,800.00
Class "B" Asphalt Concrete Mixture	39,000 ton	5.10	198,900.00
Asphalt Cement in Mixture	2,530 ton	34.00	86,020.00
Asphalt in Tack Coat	27 ton	45.00	1,215.00
3/4"-0 Aggregate in Prime Coat	1,450 cu.yd.	4.75	6,887.50
RC-250 Asphalt in Prime Coat	260 ton	45.00	11,700.00
Class "A" Concrete in Box Culverts	370 cu.yd.	120.00	44,400.00
Reinforcement in Box Culverts	74,200 lb.	0.19	14,098.00
12-inch Culvert Pipe	870 lin.ft.	4.50	3,915.00
18-inch Culvert Pipe	2,270 lin.ft.	5.70	12,939.00
24-inch Culvert Pipe	610 lin.ft.	7.50	4,575.00
30-inch Culvert Pipe	140 lin.ft.	8.00	1,120.00
36-inch Culvert Pipe	410 lin.ft.	16.00	6,560.00
78-inch Culvert Pipe	296 lin.ft.	36.00	10,656.00
18-inch Paved Culvert End Slopes	23 only	160.00	3,680.00
24-inch Paved Culvert End Slopes	2 only	200.00	400.00
36-inch Paved Culvert End Slopes	2 only	300.00	600.00

8-inch Drain Pipe	4,600 lin.ft.	3.10	14,260.00
Special Filter Material in Drains	630 cu.yd.	12.00	7,560.00
Guard Rail, Type 2	10,700 lin.ft.	2.60	27,820.00
Guard Rail, Type 2A	2,300 lin.ft.	3.85	8,855.00
Guard Rail Anchors	50 only	205.00	10,250.00
Type 1 Fence	2,630 lin.ft.	0.80	2,104.00
Extra for Asphalt Approaches	30 only	50.00	1,500.00
16' Cattle Guards	1 only	2,400.00	2,400.00
Guide Posts, W-1	230 only	7.00	1,610.00
Guide Posts, Y-1	70 only	7.00	490.00
			$1,659,965.00
Flagging (60% of Contractor's Cost)	All Required		2,500.00
Erosion Control	All Required		2,000.00
P.A. 1 Pave Cattle Pass Inverts	240 lin.ft.	5.06	1,214.40
SFO 5 Permanent Signing	All Required		3,000.00
			8,714.40
	Subtotal		$1,668,679.40
	10% Engr. & Cont.		166,867.60
	Total		$1,835,547.00

Length of Project - - - - - - - - 7.071 miles
Cost of Roadway Per Mile - - - $259,588.03

*Changes in qu ntities.

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,835,547.00	$1,166,300.00	$669,247.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

G-1-99%
G-2- 1%

Contract No. 7467

Prefix 33-1003

Gap-Tygh Grade Summit
F-102(13)

Nonparticipating - State Work

Ditch Excavation	37 cu.yd.	1.50	$ 55.50
Trench Excavation	832 cu.yd.	4.00	3,328.00
36-inch Culvert Pipe	140 lin.ft.	16.00	2,240.00
78-inch Culvert Pipe	364 lin.ft.	36.00	13,104.00
			$18,727.50
Work by Wasco Electric	All Required		$ 500.00
Work by Pacific Power & Light	All Required		10,000.00
Work by Oregon Telephone	All Required		3,000.00
Seeding & Mulching	All Required		12,740.00
PA 2 Pave Cattle Pass Inverts	388 lin.ft.	5.06	1,963.28
			$28,203.28
	Total		$46,930.78

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	STATE
9-48		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
3	(PPM 21-7) 9-2-70	Wasco
		PROJECT NO. F-102(13)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Gap-Tygh Grade Summit Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-22-70	7.071
OTHER (Specify)		

FUNDS Pro Rata 63.54%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,767,815.00	$ 1,123,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By _____
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer SEP 2 1970

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds.

(b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, up-

Oregon State Highway Division

Federal-Aid
Project No. F-102(13)

Gap-Tygh Grade Summit Section

on The Dalles-California Highway in Wasco County

Salem, Oregon, August 28, 1970

Project agreement estimate.

Type Code 6201
Roadway (Sta. 794+45.17 thru Equa. 1098+57.03 = 2013+12.57 to Sta. 2082+00)

Temporary Protection and Direction of Traffic	All Required		$ 73,900.00
Clearing and Grubbing	All Required		72,454.00
Removal of Structures and Obstructions	All Required		1,100.00
Ditch Excavation	2,963 cu.yd.	1.50	4,444.50
Embankment Foundation Excavation	8,250 cu.yd.	0.50	4,125.00
General Excavation	753,000 cu.yd.	0.655	493,215.00
Overhaul	106,700 C-yd.sta.	0.30	32,010.00
Trench Excavation	3,768 cu.yd.	4.00	15,072.00
Finishing Roadbed & Slopes	7.07 mile	1,000.00	7,070.00
Obliteration of Roadway	3,800 sq.yd.	0.20	760.00
Watering	3,300 M-gal.	4.00	13,200.00
Bituminous Base Mixture	23,800 ton	5.00	119,000.00
Asphalt in Bituminous Base Mixture	1,310 ton	34.00	44,540.00
3/4"-0 Aggregate Base	12,200 ton	2.00	24,400.00
Plant Mix Aggregate Base	106,400 ton	2.00	212,800.00
Class "B" Asphalt Concrete Mixture	39,000 ton	5.10	198,900.00
Asphalt Cement in Mixture	2,530 ton	34.00	86,020.00
Asphalt in Tack Coat	27 ton	45.00	1,215.00
3/4"-0 Aggregate in Prime Coat	1,450 cu.yd.	4.75	6,887.50
RC-250 Asphalt in Prime Coat	260 ton	45.00	11,700.00
Class "A" Concrete in Box Culverts	370 cu.yd.	120.00	44,400.00
Reinforcement in Box Culverts	74,200 lb.	0.19	14,098.00
12-inch Culvert Pipe	870 lin.ft.	4.50	3,915.00
18-inch Culvert Pipe	2,270 lin.ft.	5.70	12,939.00
24-inch Culvert Pipe	610 lin.ft.	7.50	4,575.00
30-inch Culvert Pipe	140 lin.ft.	8.00	1,120.00
36-inch Culvert Pipe	410 lin.ft.	16.00	6,560.00
78-inch Culvert Pipe	296 lin.ft.	36.00	10,656.00
18-inch Paved Culvert End Slopes	23 only	160.00	3,680.00
24-inch Paved Culvert End Slopes	2 only	200.00	400.00

36-inch Paved Culvert End Slopes	2 only	300.00	600.00
8-inch Drain Pipe	4,600 lin.ft.	3.10	14,260.00
Special Filter Material in Drains	630 cu.yd.	12.00	7,560.00
Guard Rail, Type 2	10,700 lin.ft.	2.60	27,820.00
Guard Rail, Type 2A	2,300 lin.ft.	3.85	8,855.00
Guard Rail Anchors	50 only	205.00	10,250.00
Type 1 Fence	2,630 lin.ft.	0.80	2,104.00
Extra for Asphalt Approaches	30 only	50.00	1,500.00
16' Cattle Guards	1 only	2,400.00	2,400.00
Guide Posts, W-1	230 only	7.00	1,610.00
Guide Posts, Y-1	70 only	7.00	490.00
			$1,602,605.00
Flagging (60% of Contractor's Cost)	All Required		2,500.00
Erosion Control	All Required		2,000.00
			$ 4,500.00
	Subtotal		$1,607,105.00
	10% Engr. & Cont.		160,710.00
	Total		$1,767,815.00

Length of Project - - - - - - - - 7.071 miles
Cost of Roadway Per Mile - - - $250,009.19

Items Retained in Program Status

Slide Correction	All Required	$ 20,000.00
Salvage & Reinstall Cattle Guard	All Required	1,000.00
Permanent Signing	All Required	3,000.00
Pave Cattle Pass Inverts	All Required (40%)	3,708.00
		$ 27,708.00
	10% Engr & Cont.	2,770.00
	Total	$ 30,478.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,767,815.00	$1,123,000.00	$644,815.00
Retained in Program	30,478.00	19,350.00	11,128.00
Total	$1,798,293.00	$1,142,350.00	$655,943.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

G-1-99%
G-[redacted] 1%

Contract No. 7467

Prefix 33-1003

Gap-Tygh Grade Summit
F-102(13)

Nonparticipating - State Work

Ditch Excavation	37 cu.yd.	1.50	$ 55.50
Trench Excavation	832 cu.yd.	4.00	3,328.00
36-inch Culvert Pipe	140 lin.ft.	16.00	2,240.00
78-inch Culvert Pipe	364 lin.ft.	36.00	13,104.00
			$18,727.50

Work by Wasco Electric	All Required	$ 500.00
Work by Pacific Power & Light	All Required	10,000.00
Work by Oregon Telephone	All Required	3,000.00
Seeding & Mulching	All Required	12,740.00
Pave Cattle Pass Inverts	All Required (60%)	5,562.00
		$31,802.00

Total	$50,529.50

STATE COPY

3-9-72

cc: OSHD (Johnson)
Region
Wash DC

7467

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

3-9-72

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

ch

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	13	Wasco	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
3-9-72	D. B. Carter, Area Engineer		F-102(13)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
8-26-71	9-19-71	255/260= 98 %	260
APPROVED EXTENSIONS	**LOCATION**		
None	Approximately 16 miles south of The Dalles on The Dalles-California Highway U.S. 197		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
NOTED
A. E. JOHNSON MAR 16 1972
REGIONAL OFFICE

cy - Young Corvette 3-21-72

GAP - TYGH SUMMIT SECTION
THE DALLES - CALIFORNIA HIGHWAY
Grading, Base, and Paving

This project provided for the construction of 7.07 miles of grading, plant stone base, bituminous base and asphalt concrete pavement.

All contract work was completed August 26, 1971 at which time 255 calendar working days had been used. The contract was scheduled for completion in 260 calendar working days.

The final contract amount is $1,707,104.62. This is an overrun of the original contract amount ($1,621,332.50) of approximately 5.3%. The general excavation overran approximately 11% as the material encountered had a materially different swell factor than designated and it became necessary to increase the excavation to balance the job. Detailed information is available in the Resident Engineer's statement of overruns and underruns on file in the Division office.

Measurements taken at the final inspection have been mentioned in previous reports. Copies of all price agreements and extra work orders are available and on file in the Division project files. All participating work under State Force Order by State forces or others was completed August 31, 1971.

(more)

3-21-72
REFERRED TO
NOTED
TOM EDWARDS

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE	Original Signed by D. B. Carter	SIGNATURE	Original Signed by R. E. Simpson
D. B. Carter	Asst. Area Engr.	R. E. Simpson	
TITLE	DATE	TITLE	DATE
Area Engineer	3-9-72	Division Engineer	

Form PR 33-E (Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

During construction a climbing lane was added beginning from the north end of the project and extending to the vicinity of Station 1020, a distance of approximately 4.3 miles. This change was covered by price agreement and the added quantities were included in the original contract bid items at the contract unit prices.

The contractor was assessed a penalty of $1250.00 for excess moisture contained in the aggregates incorporated into the mixture. This adjustment is documented by price agreement # 5. In addition, the contractor was assessed a penalty of $1675.54 for nonspecification moisture, gradation and/or asphalt content. This adjustment is documented by price agreement # 8. Liquidated damages of $2630.00 was assessed the contractor for noncompliance with the relative compaction specification. These penalties have been further discussed in previous inspection reports.

RECEIVED
MAR 17 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 9 - 1971
FOR FILING

F-102(13)
7467

December 9, 1971

United Pacific Insurance Co.
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On December 8, 1971, we wrote to you concerning release of final payment on Contract No. 7467 awarded to Erickson Paving Company for work on the Cap-Tygh Grade Summit Section of The Dalles-California Highway in Wasco County.

Final payment on this contract is $12,517.15 and the total contract amount is $1,711,575.52 including $5,775.71 for work performed under force account.

Very truly yours,

Floyd Cuery, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Erickson Paving Co.
14146 Sunset Highway
Bellevue, Washington 98007

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
J. F. Putnam

RECEIVED
DEC 8 - 1971
FOR FILING

F-102(13)

7467

December 8, 1971

United Pacific Insurance Co.
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7467 awarded to Erickson Paving Company for work on the Gap-Lygh Grade Summit Section of The Dalles-California Highway in Wasco County was completed on August 26, 1971, and accepted by the Highway Commission on December 6, 1971.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before December 13, 1971.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Quarry, Secretary
OREGON STATE HIGHWAY COMMISSION

fbm

cc Erickson Paving Company
14446 Sunset Highway
Bellevue, Washington 98007

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Kerr
J. F. Putnam

RECEIVED
DEC 8 - 1971
FOR FILING

F-102 (13)
7467

December 7, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed August 26, 1971, on Contract No. 7467. The contract was with Erickson Paving Company, and was for grading and paving on the Gap-Tygh Grade Summit Section of The Dalles-California Highway in Wasco County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 6, 1971, and that you concur in this procedure at the Commission meeting on January 11, 1972.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

WG:bb

cc: Floyd Quary
Tom Edwards
A. E. Johnson
G. L. Sund
F. D. Morgan
I. D. Marchant
V. E. Skoog
H. S. Cox
J. F. Putnam

F-102(13) 7467

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Gap-Tygh Grade Summit		WEEK ENDING: October 23, 1971
		SECTION PREFIX: 33-1003
HIGHWAY: The Dalles-California		COUNTY: Wasco
NAME OF JOB: Gap-Tygh Grade Summit	KIND OF WORK: Grading and Paving	
CONTRACTOR: Erickson Paving Company	CONTRACT NUMBER: 7467	FEDERAL AID PROJECT NUMBER: F-102(13)
DATE OF CONTRACT: August 18, 1970	DATE WORK STARTED: September 16, 1970	ESTIMATED COMPLETION DATE: August 26, 1971
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: -	WORK DAYS USED: -
	SPECIFIED CALENDAR DAYS: 260	CALENDAR DAYS USED: 255
PROJECT AUTHORIZATION: $ 1,896,010.31	SPECIFIED COMPLETION DATE: -	PERCENT OF TIME ELAPSED: 98.1
EXCLUSIVE OF ENGINEERING: $ 1,761,182.91	ENGINEERING AUTHORIZATION: $ 134,827.40	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 101.0
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 1,739,272.46	This week: 1,166.52 ENGINEERING COST TO DATE: $ 153,544.62	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100.00
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 113.9 %	DATE PROJECT WAS COMPLETED: August 26, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	7.07	7.07		7.07	7.07
MILES PARTIALLY COMPLETED	7.07	7.07		7.07	7.07
MILES COMPLETED	7.07	7.07		7.07	7.07
TOTAL ESTIMATED QUANTITIES (CONTRACT)	753,000 c.y.	118,600 ton		22,490 ton	39,000 ton
TOTAL QUANTITIES CORRECTED TO DATE	833,977 c.y.	121,185 ton		27,920 ton	42,545 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	833,977 c.y.	121,185 ton		27,920 ton	42,545 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME		PROJECT COMPLETED			
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	Reinf. Conc. Box Culv.							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Ptly. Cloudy	0	0	
MONDAY	Overcast	0	0	
TUESDAY	Rain	0	0	
WEDNESDAY	Overcast	0	0	
THURSDAY	Overcast	0	0	
FRIDAY	Overcast	0	0	
SATURDAY		0	0	

RECEIVED
OCT 25 1971
District

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No activity.
MONDAY	No activity.
TUESDAY	No activity.
WEDNESDAY	No activity.
THURSDAY	No activity.
FRIDAY	No activity.
SATURDAY	No activity.

REMARKS

No activity by Contractors forces, construction completed.

Semi-final estimate submitted to Regional Office on Tuesday of this week

State Forces continue working on Seeding and Mulching during week.

Mr. J. F. Putnam, Regional Engineer was in office Thursday.

F I N A L R E P O R T

SIGNED H. Earl Merritt LOCATION The Dalles, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

RECEIVED
OCT 1 8 1971
FOR FILING
E-102 (13)
7467

Salem, Oregon
October 6, 1971

MEMO TO THE FILES

RE: Moisture and Compaction Deficiencies
Deduction for Non-conformance to the Specifications
Gap-Tygh Grade Section
The Dalles-California Highway
Contract No. 7467

A meeting was held in The Dalles on October 4, 1971 to discuss non-conformance to the specifications regarding excess moisture in the asphalt concrete aggregates and low compaction of the A. C. pavement. Attendance was as follows:

Lloyd Babler, Jr.
J. F. Putnam
W. Reid Meritt
John H. Walker

NOTED
A. E. JOHNSON

Moisture in the aggregate was the first item discussed. Our specification at the time of bidding allowed a maximum of 0.5 percent moisture in both the bituminous base and the asphalt concrete. Recently we changed our speci ications to eliminate the moisture requirement on the bituminous base and also raised the allowable moisture to 1 percent on A.C. The new specs were made retroactive to existing projects with exception that a token deduction for non-conformance of 5 cents per ton would be assessed if the moisture was in the 0.5 to 1 percent range. This was completely discussed as the moisture content on this project was somewhat over the 0.5 but generally under the 1 percent amount.

Compaction was also thoroughly discussed as the compaction was low especially on the base lift of the asphalt concrete. The only thing that appeared to be the cause was a lack of rolling effort. From our experience to date, vibratory rolling on lifts over 2 inches in thickness attains compaction more readily than the steel wheel rolling, but on 2-inch thicknesses and under, there was no benefits to be gained from the vibratory rollers as far as compaction was concerned.

After all the discussion, Lloyd Babler, Jr. appeared to be satisfied and will sign the necessary Price Agreements for deduction due to non-conformance to specifications.

John H. Walker
Field Construction Engineer

JHW:fw
cc: A. E. Johnson
J. F. Putnam
W. Reid Meritt

RECEIVED
OCT 6 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 12 1971
FOR FILING
F-102(13)
7467

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 24, 1971

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

SUBJECT: Assignment No. 182-AEJ
Gap-Tygh Grade Summit Section
Contract No. 7467
Conditions for Acceptance

182

NOTED
A. E. JOHNSON

Status of anticipated penalties required for final acceptance of this project by the Federal Highway Administration is as follows:

Item 1 - Excess Moisture, Plant Mix Bituminous Base and Class "B" A. C. Pavement

Price Agreement in the amount of $2,249.98 has been submitted to Erickson Paving Company, the prime contractor. This has not been signed as yet and they have indicated additional discussion will be required with their subcontractor, Babler Brothers, and the Regional Engineer to resolve this matter.

Item 2 - Low Compaction Results, A. C. Pavement

Reduction in price in the amount of $3,180 has been computed for low compaction on the main travel lanes. This does not include possible penalties for low compaction on shoulders as per current standard specifications. Final determination will be made as soon as additional cores on shoulders are obtained, the results determined, and further analysis by the Regional Engineer and Field Construction Engineer.

cy to Edwards
9-28-71

F. D. Morgan
Construction Engineer

MDG:fw
Enc.

RECEIVED
SEP 24 1971
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY (Porter)

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

September 1, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Contract 7467
Prefix 33-1003
FAP F-102(13)

Dear Sir:

All work under Contract No. 7467, Gap-Tygh Grade Summit Section of The Dalles-California Highway in Wasco County, was completed on August 26, 1971.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

R. L. Porter
State Highway Engineer

By

NOTED
TOM EDWARDS

F. D. Morgan
Construction Engineer

Federal Highway Administration
Oregon Division Office Endorsement Date September 9, 1971

Conditions noted on above date: Acceptance is recommended pending the resolution of penalties for the following out of specification material incorporated into the work: 1. Plant-mix bituminous base and asphalt concrete pavement - excess moisture in the aggregate, and 2. Asphalt concrete pavement - out of specification compaction results.

R. E. Simpson
Division Engineer

RECEIVED
SEP 20 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-123

Form A-483 (Rev. 6-70)

STATE COPY 6-IP

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED EFFECTIVE DATE 7-13-71
Contingent upon modification of project agreement if additional funds are required

By [illegible] Dist. Engineer

TITLE Order No. 5

DATE July 9, Aug. 12, 1971

FEDERAL HIGHWAY ADMINISTRATION

Section Gap-Tygh Grade Summit Date

Highway The Dalles-California F.A.P. No. F-102(13)

County Wasco Prefix 33-1003 Account No. 276-05

Description of Work To Be Done:

Furnish and place permanent signs.

Location by Station Numbers:

794+45.17 to 2082+00

Estimate of Quantities and Costs:

Labor	$ 1000.00
Materials	1500.00
Equipment	500.00

Explanation:

Furnish and install permanent signing on project.
Amount of this order included in project authorization.
Work has not been done.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$1,896,010.31	
Present estimate of project cost, including $ 3000.00 for work under this order	$1,950,000.00	
Expected [illegible] over-run (amount)	$ 53,989.69	
Expected [illegible] over-run (per cent)	3%	

Space to right of this line is for use of Salem Office

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] Regional Engineer

Approval Recommended: [signature] for Construction Engineer or Bridge Engineer

Approved: [signature] Construction Engineer

RECEIVED
AUG 3 1971
FOR FILING
F.102(13)
7467

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

The Dalles, Oregon
July 27, 1971

To: Mr. F. D. Morgan
Construction Engineer
Salem, Oregon

SUBJECT: Gap-Tygh Grade Summit Section
The Dalles-California Highway
Wasco County
Contract No. 7467

Please be advised that the above subject project was permanantly opened to traffic on the morning of Tuesday, July 27, 1971 to facilitate the completion of surfacing and the construction of connections to the old highway at both ends of the project.

There is still work remaining to be done for the completion of the contract.

W. Reid Meritt
Resident Engineer

NOTED
A. E JOHNSON

cc: Mr. J. F. Putnam
Traffic
Program & Planning

Routing
Morgan
Docker
Bond
Walker
Boehme
Johnson
Peters
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
JUL 30 1971
CONSTRUCTION DIVISION

7/30/71
Copy to A E Johnson
per FD Morgan
FW

RECEIVED
JUL 30 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

F-102(13)

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

7467

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 9, 1971

In reply refer to: 08-35-DB

cy to Chester 6-10-71

NOTED
A. E. JOHNSON

SUBJECT: Oregon Project F-102(13)
Gap - Tygh Grade Summit Section
The Dalles - California Highway

Reference is made to Mr. Hall's June 9 letter proposing a modification of the typical section on the subject project to provide for a southbound climbing lane. Construction of the required additional pavement width is approved.

We feel that maintenance of standard shoulder width next to the downhill lane is desirable. We also believe that adequate refuge will be provided for southbound traffic with the climbing lane and minimum adjacent shoulder. It is therefore suggested that this section be striped to delineate an 8-foot shoulder on the left (downhill) side and a 2-foot shoulder on the right.

A Johnson
Fred

OE

cy to Morgan 6-16-71

NOTED
TOM EDWARDS

RECEIVED
JUN 10 1971
OFFICE OF
STATE HWY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910.222

RECEIVED
JUN 16 19
FOR FILE

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 9, 1971

Mr. Robert E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

NOTED
A. E. JOHNSON

Dear Mr. Simpson:

Re: Gap-Tygh Grade Summit Section
The Dalles-California Highway
Wasco County

The subject section has four miles of continuous adverse grade for south bound traffic that rises 874-feet in 220 stations, a grade average of 4 per cent. The traffic on this section is 750 ADT with 10% trucks. Our warrant for construction of a standard truck lane with this volume requires 15% trucks. The project was not graded for this width for this reason, but because of the excessive length of adverse grade and the prevalence of campers and trailers in the tourist season, we believe passing opportunity should be provided.

We propose to construct a wider paved surface on the subgrade by using 4:1 rock shoulder slopes rather than 6:1 shown on the plans, resulting in a section with 3-12 foot lanes, with a 6-foot shoulder for the descending traffic and a 4-foot shoulder adjacent to the climbing lane.

A sketch typical section is attached. The cost of additional pavement and surfacing will be $60,000. We ask your concurrence in this construction change.

Very truly yours,

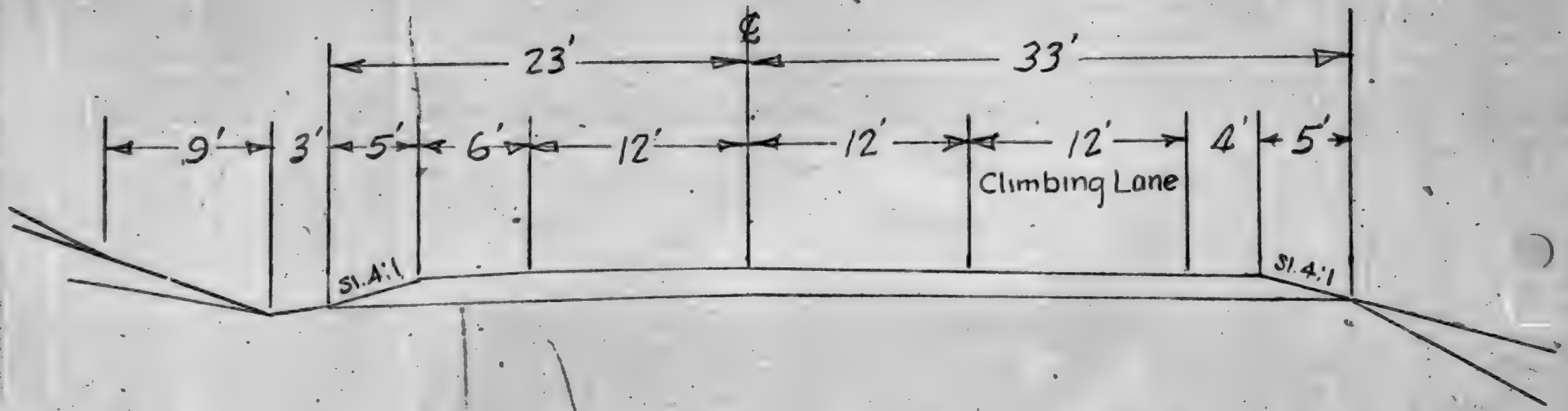
F. B. KLABOE
Assistant State Highway Engineer
By:

ORIGINAL SIGNED BY
FRANK L. HALL

FRANK L. HALL
Design Engineer

RECEIVED
JUN 9 1971
OFFICE OF
STATE HIGHWAY ENGINEER

FLH:jf
cc: A. E. Johnson
F. D. Morgan



PROPOSED CLIMBING LANE

GAP-TYGH GRADE SUMMIT SEC.
THE DALLES-CALIFORNIA HIGHWAY
WASCO COUNTY

RECEIVED
OCT 30 1970
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED EFFECTIVE DATE 10-22-70
Contingent upon modification of project agreement if additional funds are required.
BY G K Hosmer
Dist. Engineer

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Gap-Tygh Grade Summit Section — DATE 10-29-70 October 19 19 70

Highway The Dalles-California — FEDERAL HIGHWAY ADMINISTRATION Contract No. 7467

County Wasco — Prefix 33-1003

Contractor Ericksom Paving Company — F. A. Project No. F-102 (13)

Address 14446 Sunset Highway Bellevue, Washington 98004 — Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Grade area outside of slope stakes for drainage and construction of cut off ditch as required.

Price checked by Cost Analyst ... Discussed with Constr. Engr. ... On Oct 27 1970

Location by station numbers:

Station 794+45.17 to Station 2082+00

Estimate of quantities and cost:

Equipment $1,800.00
Labor 700.00

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") Grade area behind slope stakes as directed by the engineer to allow construction of appropriate cut off ditches and to facilitate drainage. Cut off ditches to be constructed and included in payment under the appropriate bid item of contract.

Work to be done in accordance with Standard Specifications, Special Provisions and Plans for project.

Work has not been done.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$1,896,010.31	
Present estimate of project cost, including $2,500.00 for work under this order	$1,896,010.31	
Expected under-run / over-run amount	$ 0.00	
Expected under-run / over-run per cent	0	

Submitted by: H. Reid Merritt
Resident Engineer

Approval Recommended: [illegible]
Construction Engineer or Bridge Engineer

Approval Recommended: J Butcher
Division Engineer

Approved: [illegible]
Deputy State Highway Engineer, Assistant State Highway Engineer or Other Engineer.
Construction

11-2-70

SP*21571-734

RECEIVED
AUG 25 1970

F-102(13)
7467

August 24, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of August 18, 1970, is requested in the award of contract for the Cap-Tygh Grade Summit Section, Project No. F-102(13).

The contractor receiving the award is Erickson Paving Co., in the amount of $1,621,332.50 with Contract No. 7467 assigned. This bid was received on August 13, 1970, and awarded August 18, 1970.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Federal Highway Administration's
Concurrence:

Date_____
I concur in the award.

R. E. Simpson
Division Engineer

DAR:bb

RECEIVED
AUG 24 1970
FOR FILING

F-102(13)
7467

August 19, 1970

Erickson Paving Co.
14446 Sunset Highway
Bellevue, Washington 98004

Gentlemen:

The State Highway Commission on August 18, 1970, awarded to you State Highway Contract No. 7467 in the amount of $1,621,332.50 on the Gap-Tygh Grade Summit Section of The Dalles-California Highway as soon as the Bureau of Public Roads approves the project.

Later that same day approval was received from the Bureau of Public Roads.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

sss

bcc F. D. Morgan
L. D. Merchant
J. F. Putnam
Reid Meritt
Wm. Geibel (SAIF)

RECEIVED
AUG 11 1970
FOR FILE

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • PHONE XXXXXXXXXX

F-102(13)
7.467

August 4, 1970

North State Telephone Company
Dufur,
Oregon 97021

ATTN: Mr. James W. Damon, President

RE: Telephone Buried Cable Relocation
Gap-Tygh Grade Summit Section
The Dalles-California Highway
Wasco County

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of July 29, 1970, have been approved by the State. You are hereby authorized to proceed with the work as of August 4, 1970.

Please contact Mr. W. Reid Meritt, Resident Engineer, P. O. Box 420, The Dalles, Oregon 97058, Phone 296-2800, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for the work performed on and subsequent to August 4, 1970, in the amount of $1,418.10, will be made in accordance with Paragraph 7g(3) of PPM 30-4 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utilities Engineer

RECEIVED
AUG 5 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. E. JOHNSON

cc: Robert Welty Engineers
P. O. Box 477
The Dalles, Oregon 97058

JMC:fw
bc: F. B. Klaboe
V. L. Gallagher (2) (w/attach.)
V. E. Skoog "
J. F. Putnam " (2)
W. Reid Meritt "
R. S. Hawkins "
F. W. Sugnet "

Note: To Mr. Putnam: Please have a State Force Order prepared and submitted for this work. Return one copy of Est. and sketch with SFO. Prefix: 33-1003.

RECEIVED
AUG 5 1970
FOR FILE

FORM PR-1240

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
F-102(13)

STATE PROJECT NO.

FROM:
MR. R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON
7-28-70

PROGRAM NO.

ITEM NO.
486

COUNTY NAME
WASCO

PROGRAM STAGE (Check)
[ ] 1 [XX] 2

TO:
F-102(13)
7467
MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

Kladoe

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
7-22-70	7-22-70	PRIMARY #4
		STATE ROUTE NUMBER: GAP-TYGH GRADE SUMMIT

LIMITS OF AUTHORITY

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN AMOUNT OF $2,500 AND EROSION CONTROL IN AMOUNT OF $2,000 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [XX] OTHER (Specify) CONTRACTOR'S FLAGGING $2,500; EROSION CONTROL $2,000
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [XX] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S JUNE 29, 1970 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED. PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

THE STANDARD SPECIFICATIONS FOR WELDED HIGHWAY BRIDGES AND INCIDENTAL STRUCTURES, JULY 1970 ISSUE, ARE APPROVED FOR USE ON THIS PROJECT.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

8-4-70
Young
Julene
ATTD
TOM EDWARDS

RECEIVED
JUL 31 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-28-70		DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: June 9, 1971

In reply refer to: 08-35-DB

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

11 sheets
CY & Bks
6-10-71

SUBJECT: Oregon Project F-102(13)
Gap - Tygh Grade Summit Section
The Dalles - California Highway

7417

Reference is made to Mr. Hall's June 9 letter proposing a modification of the typical section on the subject project to provide for a southbound climbing lane. Construction of the required additional pavement width is approved.

We feel that maintenance of standard shoulder width next to the downhill lane is desirable. We also believe that adequate refuge will be provided for southbound traffic with the climbing lane and minimum adjacent shoulder. It is therefore suggested that this section be striped to delineate an 8-foot shoulder on the left (downhill) side and a 2-foot shoulder on the right.

Fred Wilson
Fred

6-15-71

REFERRED TO
Hall
BY ASST. STATE HWY. ENGR.
get dope to al Johnson
NOTE
TOM EDWARDS

RECEIVED
JUN 10 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 1 3 1971

Scott
Swenson
R. Olson
Trout
Do Not File
Keep
Return To
Other

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

74,67

4

Hall
A. Olson
Wills
Hacklamon
Carstensen
Keyes
Terpin

RECEIVED
JUN 9 - 1971
DESIGN SECTION

Scott
Swenson
R. Olson
Trout
Do Not File ☐
Keep ☐
Return To
Other

June 9, 1971

Mr. Robert E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: Gap-Tygh Grade Summit Section
The Dalles-California Highway
Wasco County

The subject section has four miles of continuous adverse grade for south bound traffic that rises 874-feet in 220 stations, a grade average of 4 per cent. The traffic on this section is 750 ADT with 10% trucks. Our warrant for construction of a standard truck lane with this volume requires 15% trucks. The project was not graded for this width for this reason, but because of the excessive length of adverse grade and the prevalence of campers and trailers in the tourist season, we believe passing opportunity should be provided.

We propose to construct a wider paved surface on the subgrade by using 4:1 rock shoulder slopes rather than 6:1 shown on the plans, resulting in a section with 3-12 foot lanes, with a 6-foot shoulder for the descending traffic and a 4-foot shoulder adjacent to the climbing lane.

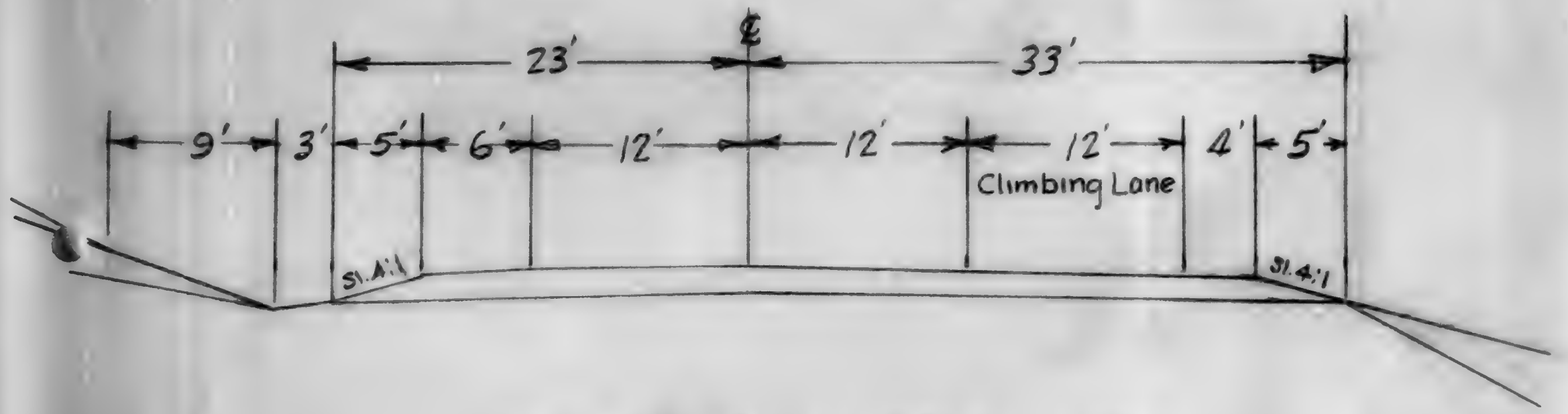
A sketch typical section is attached. The cost of additional pavement and surfacing will be $60,000. We ask your concurrence in this construction change.

Very truly yours,

F. B. KLABOE
Assistant State Highway Engineer
By:

FRANK L. HALL
Design Engineer

FLH:jf
cc: A. E. Johnson
F. D. Morgan



PROPOSED CLIMBING LANE

GAP-TYGH GRADE SUMMIT SEC.
THE DALLES-CALIFORNIA HIGHWAY
WASCO COUNTY

Form E-49

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Gap - Tygh Grade Summit
The Dalles - California Hwy
Wasco County

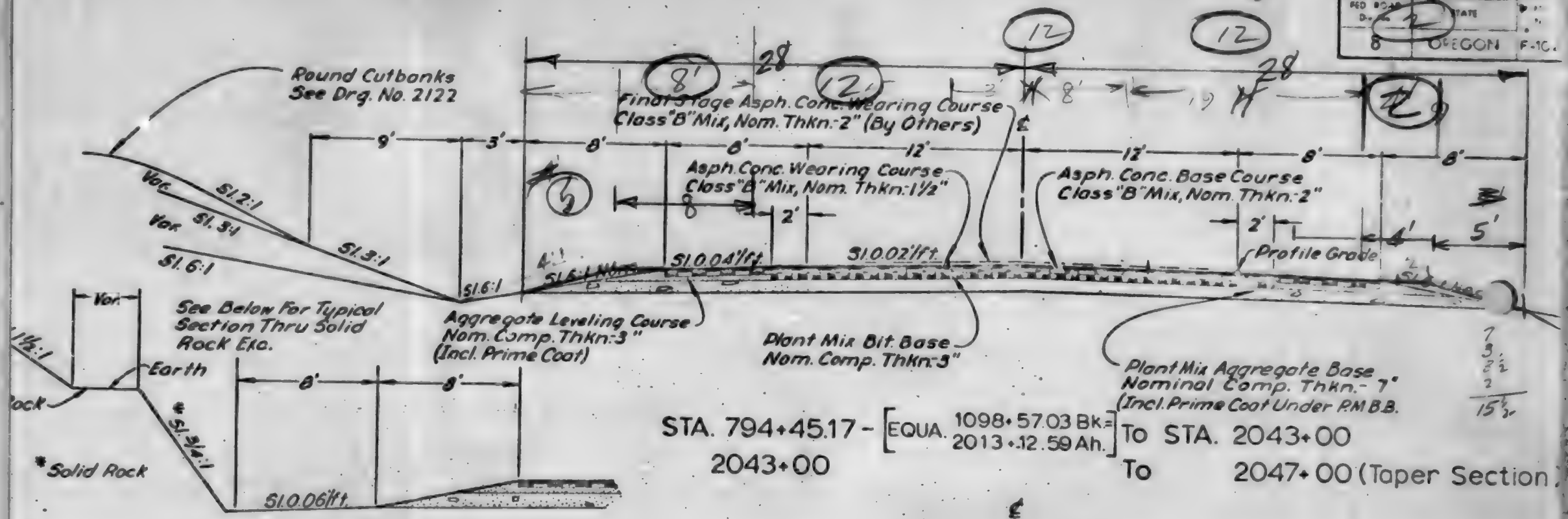
		Contract Quant.	Climbing Lane	Difference	Contract Price	Cost of Difference
Asph. Conc. Mix	Ton	20,223	23,256	+3033	$ 5.10	$15,468
Asph Cement	Ton	1315	1512	+ 197	34.00	6698
Plant Mix Bit. Base	Ton	12,133	18,200	+6067	5.00	30,335
Asph. Cement	Ton	668	1001	+ 333	34.00	11,322
Leveling Course	Ton	6667	2084	- 4583	2.00	-9166
Plant Mix Agg. Base	Ton	52,223	53,680	+1457	2.00	2914
			Total			$ 57,571

TYPICAL SECTIONS

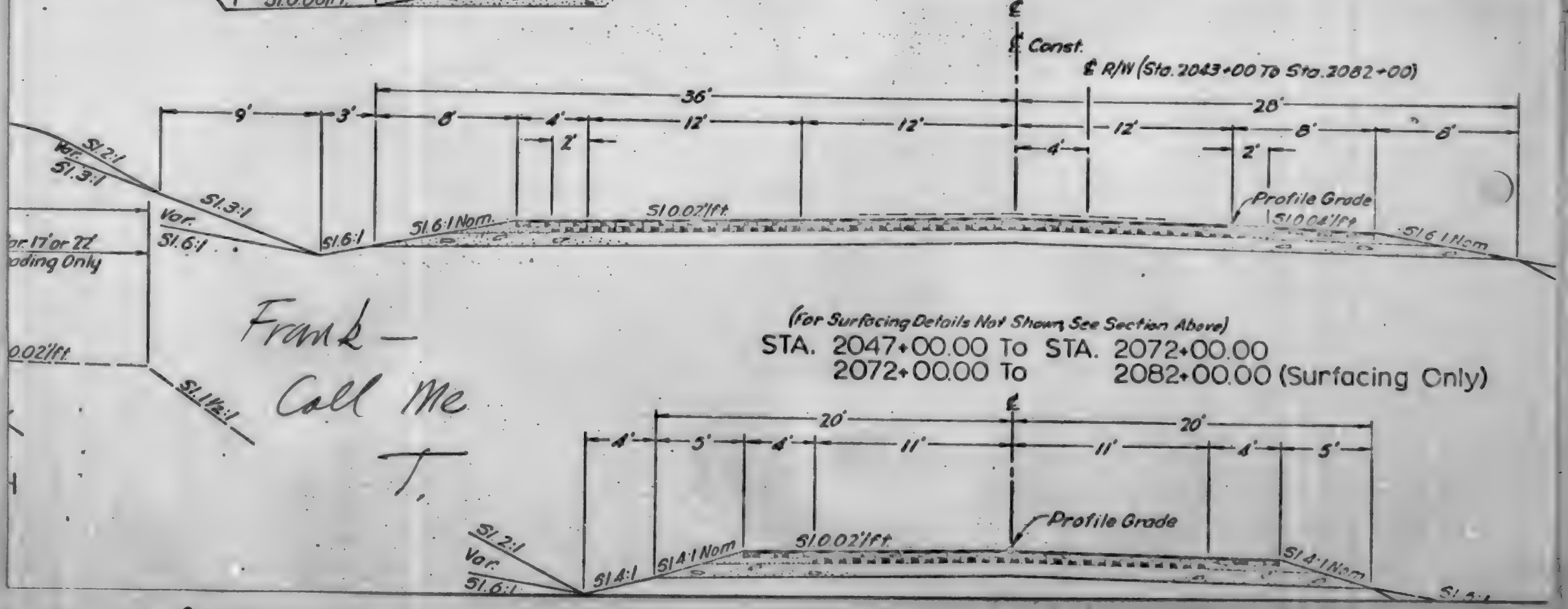
34'

36 / 12 / 48 — 56 / 48 / 8

GAP-TYGH GRADE
THE DALLES - CALIFO
WASCO COUNT
STATE OREGON F-10



STA. 794+45.17 – [EQUA. 1098+57.03 Bk = 2013+12.59 Ah.] To STA. 2043+00
2043+00 To 2047+00 (Taper Section)



(For Surfacing Details Not Shown, See Section Above)
STA. 2047+00.00 To STA. 2072+00.00
2072+00.00 To 2082+00.00 (Surfacing Only)

Frank —
Call Me
T.

RECEIVED
JUN 24 1970
FOR FILING

F-11-3(14)
7-16-1

Mr. Klaboe

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
June 22, 1970

To: Mr. L. H. Young
Program and Planning
Engineer

B U I L D I N G

SUBJECT: Right of Way Status
FA Project
July 23, 1970, Bid Opening

I certify that to the best of my knowledge the following statement is correct with regard to the right of way for the above project scheduled for contracting on the above date.

On the following project, all rights of way or rights of entry are acquired.

Gap-Tygh Grade Summit Sec., The Dalles-Calif. Hwy., Wasco Co.
Pave and Str.

Relocation advisory assistance has been provided where necessary in accordance with paragraph 3h of PPM 80-5.

Our previously submitted assurances of an adequate relocation assistance program and real property acquisition policy assurances have been fully implemented. All persons and occupants of the right of way within this project have either: Relocated to decent, safe, and sanitary housing; Obtained the right of possession of adequate replacement housing; Been offered by the State decent, safe, and sanitary housing available for immediate occupancy.

This certification does not include right of way, rights of access, or rights of entry that are being purchased from utilities or railroads as part of agreements being handled by the Utilities Section. These will be certified separately by the Utilities Engineer.

John R. Oakes
Assistant Right of Way Engineer

RECEIVED
JUN 24 1970
OFFICE OF
STATE HIGHWAY ENGINEER

JRO:GZ
cc F. B. Klaboe
V. E. Skoog
T. W. Litchfield
W. H. Haskin
Duane Ridings
Frank Lowe
M. R. Mitchell

BP 52475-734

Klabon

TRANSACTION NUMBER 6-46

FORM PR-48
REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 6-19-70

BY (Signature): MR. YOUNG'S JUNE 12, 1970 LETTER

TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. ____ THRU ____		STAGE 2 ITEM NOS. 486 THRU ____			OTHER IDENTIFICATION AND/OR REMARKS (State)	
ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	LOCATION	WORK
36	F-102(13)	7.07	2,100,000	1,333,000	GAP-TYGH GRADE SUMMIT SECTION	GRADE, DRAIN & HIGH TYPE PAVE.

6-19-70

REMARKS (Division)

RECEIVED
JUN 22 1970
FOR FILING

F-102(13)
24627

Young 6-22-70

NOTED
F. E. K.

DATE	RECOMMENDED SIGNATURE AND TITLE	DATE	APPROVED SIGNATURE AND TITLE
		6-19-70	R. F. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61) Rev. 6-12-70

FEDERAL-AI (F

CARD 2 — REPORT NUMBER (19)(20): 1 — PROJECT LOCATION (45 typewriter spaces) (21–65): US 197 3.1 mi. S. of Dufur, S. 7.07 mi. — ADT — PRESENT: 750 — FUTURE (66)(70): 1,350 — P

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces) (26–62): Gr., Dr., High-Type Pave. — NATL. FOREST (63)(65) — FH ROUTE NO. (66)(68) — SUPV AGCY (69) — DA CLASSIF. (70) — DA AREA (71) — EMERG. YR. (72)(73) — PL (74)

CARD 4 — CLASS OF FEDERAL FUNDS: Primary — COUNTY NAME — NAME OF URBAN AREA (17–31) — ROUTE NO. F — FEDERA

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUN
1	(1418)	(16)	41	42	43 (40)	53		(54) (58)	(59) (66)	(67)
5					PE		US 197 3.1 mi. S. of Dufur, South 7.07 mi. (Gap-Tygh Grade Summit Section)			
5					ROW					
5					CONST (CODE) 6201			7.07	2,100,000	1,333,000
								7.07	2,100,000	1,333,000

(16) (23)(24)

CARD 1 — CODE 1 — PREPARED BY — PROJECT TOTALS

1 — 14 — PROGRAM APPROVAL DATES

7467

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

-70

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
mi.	ADT	750	1,350	90	08	Oregon	35	012	486

SUFV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
					F-	102	(13)		

COUNTY NAME: Wasco — CODE: 065

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
P	4	4	197

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Gr., Dr., 2 - 12' lanes H.T. pave. with 8' shldrs., climbing lanes as required.
					ROW - 200' min.; Access Control - partial; parking restrictions - none.
7.07	2,100,000	1,333,000	767,000		
7.07	2,100,000	1,333,000	767,000		

REMARKS

Additional Data: Item No. 358, Project No. F-102(5), (project withdrawn).

-over-

USCOMM DUSCOMM-DC 48905-P51

GAP-TYGH GRADE SUMMIT SECTION
PROJECT NO. F-120(13)

Existing Facility

Roadway: Two 18-foot lanes, bituminous surface, with 5' shoulders.

Structure: Mays Canyon Creek, length 44', treated timber beam spans, corr. metal deck with 2-1/2" AC wearing surf., H.C. 31.5', H-20 loading, Br. No. 967.

Adjacent Sections

North End: Connects to Project EBF-102(11). Two 12-foot lanes, high-type pavement with 8' shoulders.

South End: Connects to Project EBF-102(8). Two 12-foot lanes, Type O-11 oil mat, with 8' shoulders.

Project Data

Roadway: Grade and drain two 12-foot lanes, high-type pavement (Type Code 6201), with 8-foot shoulders. 12-foot climbing lanes where required.

Structures: None

System Action, Airports, Water Development & Railroads: none involved.
Public Hearing: None required, BPR Memorandum March 24, 1969.
Location: Approval inferred, BPR Memorandum March 24, 1969.
Design: Approved, BPR Memorandum March 4, 1970.
Social, Economic and Environmental Effects Considered: Yes.
Parks, Historical and Recreational Areas: None involved.

Clearinghouse review is not required under the provisions of paragraph 2b of IM 50-1-70 as a substantial amount of right of way was acquired prior to September 30, 1969. BPR concurred in this concept by their Memorandum of February 19, 1970.

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

MAY 1970

FOR FILES

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

F-102(13)

FROM : R. E. Simpson, Division Engineer
7467 Salem, Oregon

DATE: May 11, 1970

In reply refer to: 08-35-DB

Klaboe

SUBJECT: Oregon Project F-102(-)
Gap-Tygh Grade Summit Section

In Mr. Klaboe's April 30 letter he requested comments on the safety considerations for the cattle passes on the subject project.

It is agreed that installation of cattle passes in such areas is worthy of consideration from a safety standpoint. In justifying these facilities an economic value can be assigned to the safety benefits derived. However, some limitation must be placed on such values and the reasonableness must be determined for each case in question. In two of the installations cited (Stations 825+30 and 1075) the safety benefit would necessarily be 80 to 100 percent of the cost of the structures in order to justify them.

It is also noted that the plans provide for numerous farm crossings and standard approaches. It is assumed that these access points will be used regularly for farm equipment and cattle crossing whenever convenient. Since the hazard has not been eliminated it is questionable whether the cattle passes are a significant factor in the overall safety provisions for the project.

Under these conditions it was determined that Federal participation in the installations listed in my April 22 memorandum is not justified.

RECEIVED
MAY 13
OFFICE OF
STATE HIGHWAY ENGINEER

cc Young
Boehm
Barbee
5-27-70

NOTED

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 22, 1970

In reply refer to: 08-35-DB4

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaope
Morning copy
4-27-70

SUBJECT: Oregon Project F-102(-)
Gap - Tygh Summit Section

The preliminary plans for the subject project dated March 25 and Mr. Chatwood's April 2 letter regarding justification for the cattle passes have been reviewed. The following cattle passes are not economically justified and are, therefore, not eligible for Federal participation:

Station 825+30 - 78" x 136'
Station 1075 - 78" x 106'
Station 854 - 78" x 122'

Federal participation in the stock pass at station 854 may be allowed to the extent of the cost of the drainage facilities that would have been required.

The farm equipment crossings and culvert installations left of stations 937+00 and 947+50 are also considered as not eligible for Federal participation.

4-27-70
REFERRED TO
Barbee
By A... State Hwy. Engr

Routing
1 Barbee B
2 Hall
A. Olson
Sample
3 Terpin T
4 Swenson
Trout T
Wills
Hackleman
Scott
R. Olson
Carstensen

RECEIVED
APR 27 1970
DESIGN
DIVISION

RECEIVED
APR 2[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. R. KLAUE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 24 1970
FOR FILING
F-102(13)
17467

March 24, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Mr. Simpson:

Re: Oregon Project F-102(-)
Gap-Tygh Grade Summit Section
Design Approval

Reference is made to your March 4 letter requesting justification of the four cattle/equipment passes proposed for the above project.

The present ADT on this section is 750 vehicles. The projected ADT for 20 years hence would be on the order of 1,500 vehicles. This will be a high-type facility with an estimated 85 percent speed of 65 miles per hour. Speeds as high as 75 miles per hour will not be uncommon.

The nature of the terrain in this section is such that, in conjunction with the low traffic volume, driver alertness will be at a minimum. Under such conditions of lack of driver alertness and high vehicular speed, it is believed that livestock or farm equipment crossing the highway at-grade will be an extreme safety hazard, both as to the possibility of accidents and the seriousness of such accidents as occur.

Your reconsideration of this matter and approval for participation is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Tom Edwards
V. D. Wolfe
F. B. Crandall
L. H. Young
John Oakes

VPJ:jl sr

RECEIVED
MAR 10 1970
FOR FILING

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

Carl
R/W
The Dalles-California

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: March 4, 1970

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon Project F-102(-)
Gap-Tygh Grade Summit Section
Design Approval

As requested in Mr. Young's February 17, 1970 letter we concur that the subject project had developed beyond the design approval stage prior to the effective date of our current PPM 20-8.

It appears, however, that the four cattle/equipment passes referred to under Item 4 of Mr. Young's letter are right of way obligations and must be properly justified before they are eligible for Federal participation.

Young
3-10-70

NOTED
F. B. KLABOE

RECEIVED
MAR 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 25 1970
FOR FILING

E-402 (13)
7467

February 24, 1970

Oregon State Highway Commission

Gentlemen:

Submitted for your consideration is a project on The Dalles-California Highway from Gap to Tygh Grade. The length of this project is 7.1 miles. This project is estimated to cost $1,300,000 and was tentatively approved by the Commission in Program XII. We would like to receive bids for this project on July 23.

This matter was discussed with Chairman Jackson on February 18, and he approved the project at that time. It is desired that the Commission confirm this action.

This matter will be on the agenda for the March 17 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Quary
R. L. Porter
F. B. Klaboe
V. D. Wolfe
L. H. Young
D. J. Barbee
F. D. Morgan
H. S. Cox
V. K. Skoog
J. F. Putnam

LHY:ia sr

RECEIVED
FEB 24 1970
FOR FILING

F-162(13)
7467

February 11, 1970

Oregon State Highway Commission

Gentlemen:

The 7.1-mile section from Cay to Tygh Grade Summit on The Dalles-California Highway in Wasco County has been deferred many times due to lack of funds. The survey is completed, all the right-of-way has been acquired, and we can now see a possibility for financing this section which will complete the gap on this highway between contracts completed in 1963, i.e., Bufur-Cay and Tygh Grade Summit-Tygh Valley.

This project is listed on Federal Aid Program XII and we received survey approval April 21, 1966. The estimated cost of construction is $2,500,000.

I recommend the construction of this project with Federal-aid primary funds and propose a letting as soon as funds will permit, tentatively July 23, 1970.

In order to provide for orderly budgeting, I request finance approval. This matter will be on the agenda for the March 17 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
D. J. Barbee
F. D. Morgan
V. E. Skoog
D. H. Moehring
J. F. Putnam

BLG:dg sr

D. J. Barbee

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

October 28, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, NE
Salem, Oregon 97301

Construction Project
EBF-102(11)
Files 35072, 35074 & 35075
Dufer-Gap Section
The Dalles-California Hwy.

Dear Mr. Simpson:

Under the terms of an agreement dated January 31, 1963, between the State Highway Commission and Wasco County, a copy of which agreement is enclosed, the State is to relinquish title to the right of way for the connection to the above highway of the Dufer-Gap Market Road.

This area is outlined on the attached copies of sheets 5 and 5A of the Construction Plans of the above project.

We request your concurrence in this relinquishment and the revision of the Construction Plans to conform.

Very truly yours,

G. E. ROHDE
Chief Counsel

ORIGINAL SIGNED
JOHN R. OAKES
John R. Oakes
Assistant Right of Way Engineer

JRO:GZ
Attachments
cc R. L. Porter/w/att.
F. B. Klaboe
L. H. Young
D. J. Barbee
V. E. Skoog
G. E. Rohde
M. R. Mitchell

Routing

Barbee 1 B
Neil 2
A. Olson
Sample
Terpin
Swenson
Trout
Wills
Hackleman
Scott
R. Olson
Carstensen

RECEIVED
OCT 29 1969
DESIGN DIVISION

FORM S-80 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
June 17, 1969

To: Mr. D. J. Barbee
Design Engineer

B U I L D I N G

SUBJECT: File 35074-Dufur
Elevator Company
Dufur-Gap Section
The Dalles-California Highway
Wasco County
8B-27-5

By letter of June 16, 1969, a copy of which is enclosed, Mr. Brainerd has reminded us of an obligation on the above file. I have checked the agreement between Wasco County and the State of Oregon, dated January 31, 1963, and find that the area referred to in Mr. Brainerd's letter is mentioned as follows:

"THINGS TO BE DONE BY STATE:

.....

"3. State shall construct connecting roads connecting Dufur Market Road No. 1 to the throughway as shown colored in green and orange on Exhibit A. State shall thereafter maintain that portion shown colored in green only.

.....

"THINGS TO BE DONE BY COUNTY:

.....

"3. County shall maintain that portion of the Dufur Market Road No. 1 connection shown colored in orange on Exhibit A."

It is apparent to comply with the terms of this option we will need to:

1. Prepare a description of the area to be released to Wasco County.
2. Prepare a relinquishment of title.
3. Ask Wasco County to accept it.

If you will prepare the description, we will work with Mr. Cox to try to complete the remainder of the obligation.

G. E. ROHDE
Chief Counsel

John R. Oakes
Assistant Right of Way Engineer

JRO:DH
Encl.
cc H. S. Cox
E. F. Saling
H. G. Brainerd

Routing
1 Barbee
2 Hall
Oakes
Sample
Swenson
Trout
Wills
Heckleman
Scott
R. Olson
Carstensen

RECEIVED
JUN 18 1969
DESIGN
DIVISION

FORM H-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701
June 16, 1969

SUBJECT: File 35074 - Dufur Elevator Company
Dufur-Gap Section
The Dalles-California Highway
Wasco County

To: Mr. D. H. Moehring
Right of Way Engineer
State Highway Building
Salem, Oregon 97310

RECEIVED
JUN 17 1969

It has been called to my attention by Donald Heisler, attorney for the Dufur Elevator Company, that one of the terms of the option acquired in 1962 has not been complied with. The option term in question is as follows:

> "Revert area outside of Highway Right of Way requirements to Wasco County jurisdiction at completion of Dufur-Gap Section Highway construction. This area is on the Easterly side of the relocated The Dalles-California Highway at the Boyd County Road Intersection, such property being opposite and easterly of centerline stations 655+80 and 657+50, as shown on the Oregon State Highway Right of Way map for the Dufur-Gap Section of the relocated The Dalles-California Highway."

The file records will show considerable other correspondence relating to this matter.

Mr. Heisler does not wish to make an issue of this, but feels that considerable time has transpired since the acquisition of the option and that this matter should be attended to.

Harold G. Brainerd
District Right of Way Supervisor

HGB:EH

cc G. E. Rohde
J. F. Putnam

Walter C. Hanna
117-165

Area to be relinquished to Weber County

Dupur Grain Co
Grain Elevators

DuPur Fig
500 x 1-2
File 350

123-421

To Boy

93-138

66

00

50

35072
0.19 Ac.

I.P.

135074
RN 24550
1.04 Ac.

32.94 P.S.

35075
3.8 Ac

655

180

90'

100'

990

140'

S 0° 07' 30" E

Deed RN 24379
File 63-325

35072

4" Water Line

Acquisition

N 89°09'33" E
120.42 ft

S 89°09'33" W
120.42 ft

RECEIVED
AUG 29 1969
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

August 29, 1969
Salem, Oregon

F-102(13)
7467

SUBJECT:

To: MEMO TO FILE

On this date I discussed a matter involving the Gap-Tygh Ridge Section of Highway 97 in Wasco County with William Dick, attorney for Emory Davis.

I had received a request from Mr. Dick to investigate the possibility of shifting the line across the southerly one-half mile of Mr. Davis's property to the west. I told Mr. Dick that I had personally investigated this matter and did not consider it feasible.

Mr. Dick agreed to proceed with the right-of-way negotiations on the line as now adopted.

Forrest Cooper
State Highway Engineer

FC:sr

cc: R. L. Porter
V. D. Wolfe
D. H. Moehring

FORM E-90 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701
August 25, 1969

SUBJECT: Files 35338 & 21695
Dufur-Tygh Valley Section
The Dalles-Calif. Highway -4

To: D. J. Barbee
Design Engineer
Salem, Oregon

Attn: Floyd O. Scott

As requested by Earl Saling, we are forwarding herewith a sketch map, computation sheets and coordinates for writing a description to transfer a portion of a quarry site to Marcella M. Hillgen. Also included is a Warranty Deed and IR Map 5-502 showing our original holding. The purple line on the sketch map should be disregarded as our new grade line is on a ten foot fill and the construction cost would be too great.

J. F. Putnam
Division Engineer

JFP/dk
enclosures

cc - R. P. Hamilton

Routing

Barbee
Hall
A. Olson
Sample
Terpin
Swanson

RECEIVED
AUG 26 1969
DESIGN
DIVISION

Trout
Wills
Hackleman
Scott
R. Olson
Carstensen

Done with
and sent to R/W Div.
9/24/69

File No. 21695-1

WARRANTY DEED

(Individual)

Know All Men by These Presents, That I, Hugh D. Gillgan, also known as Hugh D. Gillgan, a single man, grantor, for the consideration of the sum of One Thousand One Hundred Thirty-Four and 50/100 ($1,134.50) - - - DOLLARS to County of paid, have bargained and sold and by these presents do bargain, sell and convey unto the STATE OF OREGON, by and through its STATE HIGHWAY COMMISSION, the following described premises, to wit:

A parcel of land lying in the Southwest quarter (SW¼) of Section 35, Township 2 South, Range 13 East, W.M.; and in the Northwest quarter (NW¼) of Section 2, Township 3 South, Range 13 East, W. M., Wasco County, Oregon. The said parcel being described as follows:

Beginning at a point on the center line of the Typh Ridge Market Road, said point being 3,696 feet North and 1,046 feet East of the West quarter corner of said Section 2; thence North 71° 04' East 249.6 feet; thence North 87° 45' 30" East 688.4 feet; thence South 21° 12' East 1,136.9 feet; thence South 45° 01' 30" West 527.3 feet to a point on the center line of said Market Road; thence along the center line of said Market Road as follows: North 81° 08' West 123 feet; thence along the arc of a 200.3 foot radius curve right (the long chord of which bears North [illegible] 228.1 feet; thence North 18° 28' West 353.3 feet; thence along the arc of a [illegible] foot radius curve left (the long chord of which bears [illegible] feet; thence South 38° 52' West 331.3 feet; thence along the arc of a curve foot radius curve right (the long chord of which bears [illegible] West) 198.8 feet; thence North 24° 57' West 126.4 feet; thence along the arc of a 382 foot radius curve left (the long chord of which bears [illegible] West) 141.9 feet to the point of beginning.

The parcel of land to which this description applies contains 23.87 acres, of which 1.45 acres lie within the existing right of way, title to which hereby is acknowledged to be in the public, and 22.42 acres lie outside of the existing right of way.

Salem, Oregon
June 6, 1969

Routing

Barbee
Hall
A. Olson
Sample
Terpin

RECEIVED
JUN - 6 1969
DESIGN
DIVISION

Trout
Wills
Hackleman
Scott
R. Olson
Carstensen

Mr. Victor D. Wolfe
Administrative Assistant
Building

Gap-Tygh Valley Section of The Dalles-California Highway is not programmed and no funds are set up. Right of way for the section is being purchased. As attached BPR letter states that if we let a contract on this within five or six months, no hearing will be required.

It is our understanding that the Traffic Division is reporting on the signal situation.

Our last letter requesting BPR approval for the access road to the elevators was in February of 1968 and it was denied. No further attempt for approval has been made since, although it was discussed informally with them a few months ago having to do with some correspondence the BPR had received asking about it.

Enclosed is a print of 1958 vintage showing an interchange west of the city. We also attempted a westbound off at the Chemeketa Creek area without success. Nothing more recent can be found.

D. J. Barbee
Design Engineer

DNB:jp

Hand carried to Wolfe
6-6-69

RECEIVED
APR 2 - 1969

UNITED STATES GOVERNMENT

FOR *Memorandum*

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

F-102(13)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 24, 1969

In reply refer to: 08-35-EC

7467

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon Project F 102( )
The Dalles-California Highway
Gap-Tygh Grade Section

We have reviewed the information included in Mr. Klaboe's February 24, 1969 and Mr. Young's March 11, 1969 letters concerning the need for a public hearing on the subject project. Our decision on this matter is dependent upon the letting schedule for this project. If the project is to be let in the near future (next 5-6 months) we would concur that no hearing is required under the guidelines included in Mr. Swanson's March 7, 1969 Circular Memorandum. Right of way acquisition should continue on the basis of the present design which is considered satisfactory.

If, however, letting of this project is not completed within the above period of time, the opportunity for a design public hearing may be required depending upon circumstances at time of further consideration.

4-2-69

RETURNED TO
Young - Mahony - Barber
BY ASST. STATE HWY. ENGR.

Please take steps to acquire right of way as rapidly as possible

RECEIVED
MAR 26 1969
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 12 1969
[redacted]
[redacted]
Portland
F-102 (13)
7467

March 11, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Gap-Tygh Grade Section
The Dalles-California Highway
Oregon Project F-102(-)

Dear Sir:

We were in the process of submitting letters of offer to the eight property owners within the section when FPA 21-8 was received. Survey approval and authorization to purchase advance right of way was received from the Highway Commission on April 21, 1966 and appraisals were started in September of 1966. Negotiations were conducted from January to March of 1967 and condemnation proceedings were then started, but State funds ran out then, and all action on this project ceased.

In October 1968, the property was reappraised and in December 1968, negotiations were resumed which brings us up to the present time and formal letters of offer.

We consider the Highway Department completely committed on this project as to location and design because it is the center connecting link in a 33-mile section previously completed and our only holdup has been the lack of State funds as well as Federal funds. We also feel committed as to right of way because of all the local publicity and personal contacts made with the property owners.

This project has not been scheduled for construction previously because of funding problems, but it will be as soon as possible. We are following the Highway Commission's policy to purchase advance right of way where possible.

We allege that the Highway Department has complied with the regulations in that the survey and design are complete; the county has approved the location, design and road abandonment; and the project is ready for P.S. and E. submission. All the actions mentioned were concluded prior to January 14, 1969, and we do not consider it in the public interest to hold a hearing at this late date.

Considering the plans submitted with our letter of February 24, 1960 and all information now available, we hereby request a waiver of the requirements of paragraph 6c of PPM 20-8. We further request your authorization to acquire advance right of way and your design approval of the project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

DAR:bb

cc: F. A. Blabon
D. J. Barbee
H. W. Ellison
H. H. Chase
Wm. Gifford

RECEIVED
FEB 25 1969
FOR FILING
7467

February 24, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Gap-Tygh Grade Section, Project No. F-102 ( )
The Dalles-California Highway, Wasco County

Section 103, Title 23, USC holds the State Highway Department responsible for selection of a highway route. PPM 20-8(1) dated June 16, 1959, is the regulation we were complying with until January 14, 1969, which required a public hearing if the highway construction went through or bypassed a city, town or village. The above-mentioned project did not require a hearing under PPM 20-8(1) but the project abutting this one to the north went through the town of Dufur and a hearing for it was held July 31, 1962.

We allege that the Highway Department has complied with the regulations in that the survey and design are complete, the county has approved the location, design and road abandonment, and the project is ready for P.S.&E. submission. All the actions mentioned were concluded prior to January 14, 1969, and we do not consider it in the public interest to hold a hearing at this late date.

We are submitting two copies of the title sheet and typical sections for this project that are from the finished plan design; they also note the recent completed construction on either end of this project.

We request acknowledgment that no future hearing is necessary in that had there been a hearing necessary prior to January 14, 1969, the design issues relating to major design features would have been adequately dealt with and the public would have been properly informed.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
L. H. Young
D. J. Barbee

DAR:bb srb

RECEIVED
FEB 17 1969
FOR FILING

FIC 2(13)
7462

February 17, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Gap-Tygh Grade Section, The Dalles-California Highway, Wasco County

The Oregon State Highway Department wishes to proceed with acquisition of right-of-way in preparation for future construction on the Gap-Tygh Grade Section of The Dalles-California Highway, State Primary Highway No. 4, Federal Aid Primary Route No. 4 (US197) lying in Wasco County.

This project has been considered for construction for the past five to ten years, is approximately 7.50 miles in length, and is the only connecting link not constructed along a section of highway of approximately 33 miles.

This project was not subject to public hearing requirements under previous federal and state rules and regulations; however, had it been, all particulars pertaining to Bureau of Public Roads' approval for location, design, right-of-way, et cetera, would have been obtained.

The right-of-way has been appraised, the individual property owners have been contacted, and agreements with Wasco County have been consummated. We believe conformance to the requirements of the previous plan in the normal manner and stages of progress to date has been fulfilled; therefore, based on the above, we feel that the provisions of PPM 20-8 are not applicable and request your concurrence in this regard so that we may proceed with this project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
D. J. Barbee
D. H. Moehring
L. H. Young
H. S. Cox
J. F. Putnam
DNH:mm srb

STATE OF OREGON
1889
FH 002(113)
7467

OREGON STATE
HIGHWAY DEPARTMENT

DIVISION 4

P. O. BOX 1249 • BEND, OREGON • 97701 • Phone 382-1911

Routing
Morgan
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Dochme
Johnson
RECEIVED
FEB 0 1969
CONSTRUCTION
DIVISION
Pe
Svan
Ludlow

February 5, 1969

Mr. Lester DePriest
Route 1A
Dufur, Oregon

NOTED
R. L. PORTER

Dear Mr. DePriest:

In June of 1966, a comparison of costs between the presently proposed alignment and a route in the vicinity of the present highway was made and then updated to current standards in November of 1968. The results are tabulated below:

	Existing Highway	Ext'g. Hwy. Improved	1962 Location
Length, miles	8.3	8.1	7.0
Total Delta	983°	400°	130°
Total No. of Curves	56	15	6
Maximum Curve	24°	5°	2 30'
No. of Max. Curves	1	1	3
Max. Delta, 1 Curve	57°	70	58°
Maximum Grade	5	5	5.7
Length 3% Grade or over	22,000'	17,000'	17,300'
Total Rise and Fall	1,220'	1,120'	1,110'
Highest Grade Elevation	2,700'	2,690'	2,670'
Grade and Pave	- - - -	$2,660,000	$2,420,000
Structures	- - - -	- - - - -	- - - - -
Right of Way	- - - -	80,000	200,000
Est. Const. Cost		$2,740,000	$2,620,000

You will note that the total delta or the total number of degrees which a driver must turn is 270 degrees less on our proposed alignment than on the route in the vicinity of the old highway and also that even though some 41 curves were eliminated between the present highway and its revision, the revision still has 9 more curves than our proposal and

NOTED
FORREST

is 1.1 mile longer. All of these conditions contribute to accident potentials which we try to alleviate if at all possible. In this instance our proposed location provides the traveling public with a safer highway at a lesser cost.

The attached sketch map does not show much detail due to the scale, but the tabulation gives you an indication of changes made.

If, after perusing these figures, you feel that I can be of further assistance please advise me and I will be happy to meet with you again at a time and place agreeable to all.

Very truly yours,

OREGON STATE HIGHWAY DEPARTMENT

J. F. Putnam
Division Engineer

JFP:dn

Enclosure

RECEIVED
FEB 6 1969
OFFICE OF
STATE HIGHWAY ENGINEER

FORM B-30 REV 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701
February 5, 1969

NOTED
D. H. MOEHRING

SUBJECT: Gap-Tygh Grade Summit Section
The Dalles-California Highway
Wasco County

To: Mr. D. H. Moehring
Right of Way Engineer
State Highway Building
Salem, Oregon 97310

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FEB 6 1969
RIGHT OF WAY

On Friday, January 31st, a meeting was held in the Wasco County Courthouse regarding subject section. Attending for the State were J. F. Putnam, Division Engineer, and the undersigned. Also, in attendance were Wasco County Judge Kortge, representing the County, and his brother, Paul Kortge, one of the property owners. Other property owners in attendance were Warren Stanley, Mary Hunt and Jim Neal. Lessees in attendance were Warren Stanley, representing Marcella Hillgen, and Lester DuPriest, representing Marie Moss. Also, in attendance were two attorneys, Mr. William Dick and Mr. Don Heisler, who between the two of them represented all affected property owners on this section.

The primary purpose of the meeting was to answer a protest regarding route selection that had been made to Highway Commissioner Hill. All of the property owners and the County Judge were unanimous in their oposition to the construction of the presently relocated route and urged the reconstruction of the existing highway. Their reasons for this were as follows:

1. The additional cost of maintenance of the old route, after construction of the present relocation.

2. The amount of travel from the Friend County Road that joins with the present route. This travel is cited as both logging and recreational.

3. The damaging affect that the new route has shown upon farming operations with the transportation of farm products and the number of livestock.

Division Engineer, J. F. Putnam, defended the present survey as the highway has been relocated and in response to demands promised to furnish

Send a copy to Klabee for his information

2-7-69 Discussed with Cogan. He will talk the matter over with Judge Kortge. Want to use relocated line or nothing. JGA

cost figures regarding the comparative cost between the present survey and the improvement of the existing highway.

Most of the affected property owners are also unhappy with the activity of the Right of Way Department regarding refusal to install cattle underpasses where they felt they were necessary, and the consideration of cattle underpasses as a land service feature, rather than part of the general construction project.

It is recommended that the condemnation suits, which are currently being processed, and all files on this section, be held in abeyance until such time as route selection is definitely accepted by these people.

Division Engineer, J. F. Putnam, advises that information regarding comparative cost is currently being forwarded, and that he expects another meeting to be held shortly with some Salem personnel in attendance.

Harold G. Brainerd
District Right of Way Supervisor

HGB:EH

cc G. E. Rohde

RECEIVED
FEB 6 1969
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon - 97701
February 3, 1969

To: Mr. F. D. Morgan
Construction Engineer
Salem, Oregon

SUBJECT: Lester DePriest Complaint
Gap-Tygh Ridge Section
US 197

Routing: Hill

1 Morgan		2 Poest	
Decker	RECEIVED	Swan	5
Bond		Glenn	
Walker	FEB 4 1969	Litchfield	
Boehme		Gallagher	
Johnsen	CONSTRUCTION DIVISION	Stein	

REFERRED TO
Cooper
BY DEPUTY STATE HIGHWAY ENGINEER
For your information

After several postponements due to weather conditions, I was finally able to meet with Mr. Lester DePriest and other property owners on the Gap to Tygh Ridge Section to discuss their recent complaint to Commissioner Fred Hill.

We met in the Wasco County Courthouse and those in attendance were Mrs. Mary Hunt, Mr. Jim Neal representing W. E. Davis, Judge Kortge of Wasco County representing Paul Kortge, Attorney William Dick representing these persons; Mr. Charles Filbin who is in partnership with Mr. Warren Stanley, Mr. Stanley, and Mr. Don Heisler, Attorney, for the preceding persons. All of the property owners with the exception of Emile Russell were represented.

We had prepared aerial mosaics showing the location of the proposed route and which also showed most of the existing route and all present were in accord that it was good alignment. However, they objected to the cutting of their farm lands in two due to the difficulty in farming operations and lack of stock passes which would allow their stock to get to water on the westerly side of the new alignment. They also objected to the need for maintaining two highways even though the County will take over the existing route.

I explained to them that the Highway Department had to take into consideration the standards to which we must comply in order to obtain Federal Aid and the economy of construction. I did not have the cost estimates for the alternate route following the existing highway but advised them that it had been investigated and was determined to be nonfeasible due to additional cost and undesirable alignment. They immediately requested information as to the difference in the cost. I advised them that I did not have this information available but would attempt to get it. They then requested that I get this information and meet with them again.

NOTED
FORREST COOPER

BH
3-20

Harold Brainerd, District Right of Way Supervisor, attended the meeting with me and explained the need of justification for stock passes. He also informed me that they have been unable to close a single option and that it appeared that we would have to take each owner to court in order to obtain the property.

In my opinion, these people are not going to be satisfied with any other route than one which follows in the area of the existing highway, although they are not requesting that we reconstruct in its present location. They all felt we would do less damage to their property if we would follow one side of the canyon or the other to the summit.

If you will furnish me with the information on reconnaisance following the existing route I can recontact these persons, but do not feel that I can change their minds in any way concerning the proposed new alignment.

← To Putnam 2-3-69 MC

J. F. Putnam
Division Engineer

JFP:an

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FEB 4 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 15 1969

F-1C2(13)
7467

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 14, 1969

SUBJECT:

To: MEMO TO FILE

On this date, Commissioner Fred Hill called me and stated that he had a call from Lester DePriest of Dufur re the Gap-Tygh Ridge Section of Highway 197 in Wasco County. As a result of a previous telephone call from Mr. DePriest to Mr. Hill, he (DePriest) had expected to be contacted by someone from the engineering department to listen to objections from Mr. DePriest and other farmers in the area as to the location.

Although I do not know, I assume that this group wants the highway built "somewhere else", presumably upgrading the existing road which we have determined is not feasible.

The purpose of Mr. Hill's call was to request that someone contact Mr. DePriest and make an appointment to discuss the matter with him and others on the ground.

The only address we have for Mr. DePriest is Dufur. Mr. Hill added a second name, Warren Stanley, Route 1A, Dufur, as an alternate.

Mr. Porter: Will you please have someone follow up on this.

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
Victor D. Wolfe

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DEC 16 1968

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F-102(23)
7467

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 7, 1968

To: Mr. R. L. Porter
Deputy State Highway Engineer

BUILDING

SUBJECT: Gap-Tygh Ridge Section
The Dalles-California Hwy.
MP 19-MP 27

Revised costs to current standards for the construction of the subject section are tabulated below.

	Located Line	Improve Ext'g
Length, Miles	7.1	8.1
Grade and Pave	$2,420,000	$2,660,000
Structures	-	-
Right of Way	see text	see text
Est. Cost	$2,420,000	$2,660,000

The right-of-way cost is not included in the above tabulation because it is my understanding that steps have been taken to acquire the necessary rights of way along the located line. If the right-of-way cost is desired in the estimates, it can be assumed that it would be substantially the same as given in my report of June 20, 1966 -- thus making the respective estimates $2,620,000 for the located line and $2,740,000 for improving the existing facility.

For these estimates, it is assumed that two 12-foot lanes with 10-foot shoulders would prevail with appropriate climbing lanes where necessary. 1967 traffic volumes averaged about 800 through the section -- trucks will account for about 12 percent of this traffic.

A copy of the June 30, 1966 report is appended giving the relative physical characteristics of the alternatives given above.

W. H. Tebeau

W. H. Tebeau
Preliminary Studies Engineer

WHT:bb
Attach.
cc: Mr. L. H. Young
Mr. D. J. Barbee

NOTED
R L PORTER

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NOV 7 1968
OFFICE OF
STATE HIGHWAY ENGINEER

REVISED

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN (FAR 4)

Section GAP-TYGH GRADE SUMMIT Highway The Dalles-California County Wasco Prefix 33-1484

Res. Engr. - Approx. Length ___ Miles. Sta. 794+ to Sta. 2069+ Date 8-12-68

Mean

Truck A.D.T. 99 Traffic Coefficient 7.4 18 kip s.a. per day 34.3 (Automobiles not considered.)

Annual Precipitation 14"± (The Dalles) Frost Penetration 26"+.

(1)
Typical Soil

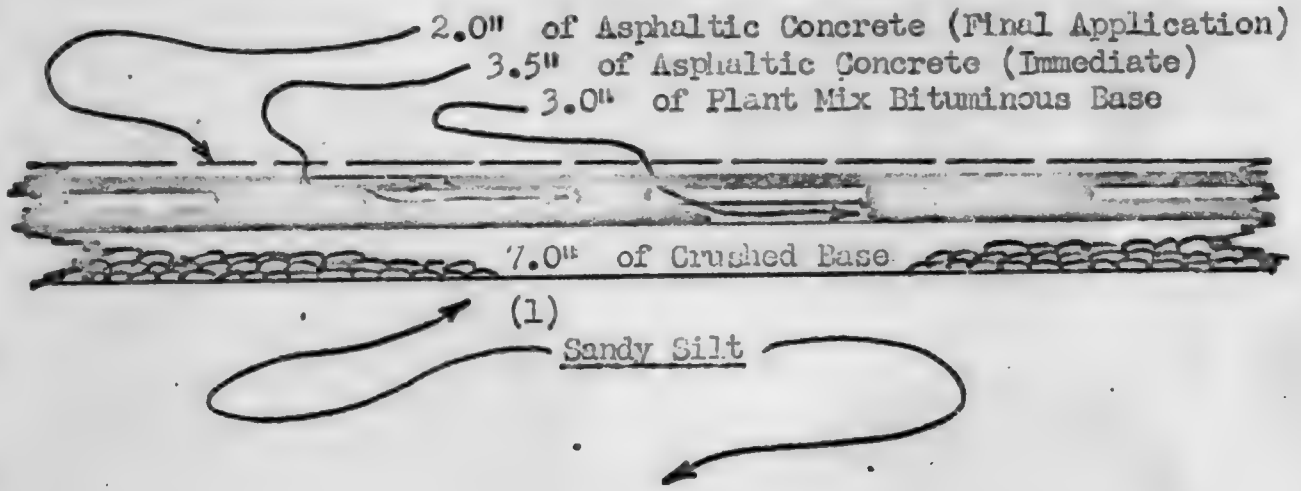
28	LL
4	PI
99	%P 10
68	%P200
1	%Gravel
8	%C Sand
23	%F Sand
52	%Silt
16	%Clay
11	"R" Value (Corrected)

AASHO CLASSIFICATION:

A-4 (7)

MATERIAL SOURCES:

To be determined by the Engineer.


2.0" of Asphaltic Concrete (Final Application)
3.5" of Asphaltic Concrete (Immediate)
3.0" of Plant Mix Bituminous Base
7.0" of Crushed Base
(1)
Sandy Silt

	CBE Total Req.	Credit	Actual Thick.	
	7+6.7	E-11 2713)	FOR 4.0	
			3.5	(F.A.) (I)
			3.0	P.B.B.
			7.0	Crushed Base
	23.5		15.5	

FEDERAL AID
SEP 13 1968

12.2.10

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer

Submitted by C. J. Engg for Staff Assistant

Recommended by John C Jenkins Asst Engineer of Materials

Recommended by A. T. Kleeber asst Construction Engineer

Approved by J. B. Klein Asst. State Highway Engineer

GAP-TYCH GRADE SUMMIT
The Dalles-California Highway
Wasco County

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	3/4"-0 Level Course	Crushed Base	"CBE" Total Requirement	Actual Thickness
6.0 - 7.0	3.0"	2.0"	12.5"	20.5"	17.5"
4.8 - 6.0	2.0"	2.0"	11.5"	17.5"	15.5"
Cars Only	2.0"	2.0"	8.0"	12.5"	*12.0"

*Increased to equal approximately ½ the depth of frost penetration.

Should substitutions be made use the "CBE" column to obtain the "TOTAL THICKNESS REQUIRED" and the table below for values:

1.0"	Asphaltic Concrete	=	2.0" Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.8" Crushed Base
1.0"	Oil Mat	=	1.1" Crushed Base
1.0"	Stone Subbase (Per Standard Specifications) (plus Supplementals.)	=	0.8" Crushed Base

Remarks:

The Project Base Design has been revised in order to update traffic from a design year of 1961 to 1968.

TRAFFIC ANALYSIS

SECTION: GAP-TYGH GRADE SUMMIT

HIGHWAY: The Dalles-California

COUNTY: Wasco

700 Present ADT (1968)

10 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	43	1.8	77	60	450	27,000
3	9	1.8	16	13	1000	13,000
4	2	1.8	4	3	1250	3,750
5	16	1.8	29	23	3180	73,140
6	—	—	—	—	2570	———
				99	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 116,890

TWENTY YEAR EWL 2,337,800

TRAFFIC COEFFICIENT 7.4

SECTION: GAP-TYGH GRADE SUMMIT

HIGHWAY: The Dalles-California

COUNTY: Wasco

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Part of design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made for this project as traffic does not warrant the use of C.R.P.C.C.

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SEP 12 1968
OFFICE OF
STATE HIGHWAY ENGINEER

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APR 11 1967
FOR FILING

F-102(13)
-n2467

April 10, 1967

Mr. William G. Dick
Attorney at Law
5th and Washington
The Dalles, Oregon

Dear Mr. Dick:

Following our telephone conversation today relating to the proposed right-of-way acquisition from Mr. W. E. Davis on the Gap-Tygh Ridge Section of The Dalles-California Highway, I find the following has been done.

The alignment proposed in 1962 has been shifted generally westerly and is adjacent to the Pole Line Road right-of-way and does not leave a strip of unacquired property between the old Pole Line Road right-of-way and the new proposed right-of-way. The line has been moved as far as possible without involving considerable additional expense; in other words, a further shift would require the adjustment and location change of a considerable number of poles or would necessitate undesirable breaks in the alignment.

If there is anything about this that is not clear, please let me know.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Forrest Cooper
F. B. Klaboe (with file)
Victor D. Wolfe
D. M. Moehring - I suggest that our agent withhold negotiations with Mr. Davis until Attorney Dick has a chance to confer with his client

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APR 18 1967
FOR FILING
F-10-2(13)
7461

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 31, 1967

SUBJECT: Gap-Tygh Grade Summit Section
The Dalles-California Highway
Wasco County

To: Mr. F.B. Klaboe
Assistant State Highway Engineer

BUILDING

Attached please find copies of two letters, one from Mr. Porter to Mr. W.E. Davis dated November 5, 1962, and one from Mr. Harold Brainerd to Mr. D.H. Moehring dated March 24, 1967. These letters should introduce the problem.

The original "L" line in the area of the Davis property was located adjacent to this pole line road but in a position that left a narrow strip of "no man's land" between our highway and the pole line road right of way. An "L^2" line was subsequently established that eliminated this "no man's land" but did not consume the right of way for the pole line road. Because of the nature of the topography in this area, tangent alignment and grade are very desirable. The actual pole line does not remain tangent so it becomes very undesirable to try to parallel it. To obtain the desire of Mr. Davis would necessitate placing a reverse pattern in a three-mile tangent that could not be hidden by vertical alignment or we would have to pay for moving about two miles of a power line beyond his property but still on this same tangent. The cost of moving this power line would have to be compared with the cost of approximately five acres of land from Mr. Davis. It is estimated that the power line move would cost approximately $32,000. The highest appraisal we have on land in this area is about $225 per acre. This means the value of the land we would be leaving Mr. Davis by using the pole line road right of way for our highway would be approximately $1125.

For the above reasons, it is our recommendation that this line be left where it is and that Mr. Davis be advised of this. Enclosed is a rough draft reply to Mr. Davis.

F.D. Morgan
Construction Engineer

NOTED
F. B. KLABOE

By Donald L. Trout
Donald L. Trout
Rural Engineer

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APR 4 1967
OFFICE OF
STATE HIGHWAY ENGINEER

DLT:sg
cc: J.F. Putnam
D.H. Moehring
H.G. Brainerd
Frank Hall

FORM S-20 6M 10-65 * SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

March 24, 1967
Bend, Oregon

MAR - 7

SUBJECT: File 35335
Gap-Tygh Grade Summit Section
The Dalles-California Highway
Wasco County

To: Mr. D. H. Moehring
Right of Way Supervisor
Oregon State Highway Department
State Highway Building
Salem, Oregon

You will find attached a copy of a letter written by Mr. R. L. Porter to Mr. W. E. Davis on November 5, 1962.

Mr. Davis refuses to negotiate with the Right of Way Agent at the present time until he is furnished an answer as to why the Pole Line Road wasn't utilized completely along his property. He stated that he wishes this answer to come from Mr. Cooper, who I believe he knows personally, since Mr. Cooper was raised in this county.

Any assistance that can be provided along this line will be greatly appreciated.

Harold G. Brainerd

HAROLD G. BRAINERD
District Supervisor

HGB:kr

cc Mr. G. E. Rohde

RECEIVED
MAR 27 1967
RIGHT OF WAY

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APR 4 1967
OFFICE OF
STATE HIGHWAY ENGINEER

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
[illegible]
KENNETH N. FRIDLEY, MEMBER
Wasco
DAVID D. [illegible], MEMBER
Portland

FLOYD CUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
[illegible]
DEPUTY STATE [illegible]
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

November 5, 1962

Mr. W. E. Davis
Route 3, Box 8
The Dalles, Oregon

Dear Mr. Davis:

Reference is made to your letter of October 30 concerning the location of The Dalles-California Highway just northerly of Tygh Ridge.

This is to confirm that the location of this section has been, or will be, adjusted so as to include the so-called Pole Line Road right of way.

I believe this is the information you requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By R. L. Porter

R. L. Porter
Assistant State Highway Engineer

RLP:ajw

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APR 4 1957
OFFICE OF
STATE HIGHWAY ENGINEER

FORM S-13EX 20M 9-64

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JUL 11 1966
ENGINEERING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. [illegible]
PORTLAND

F-102(13)
7467
800

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 6, 1966

Mr. C. D. Light
General Superintendent
Wasco County Road Department
Courthouse
The Dalles, Oregon

NOTED
F. B. KLABOE

Dear Cotton;

This office is in receipt of your letter of objection to location of the Gap-Tygh Grade Summit Section of The Dalles-California Highway. Your letter has been turned over to the front office for further study.

The survey for this route was approved at the April 21, 1966 meeting of the Highway Commission and also the department was authorized to purchase necessary right-of-way for the approved route.

The department will gather comparative data on the approved route versus straightening and widening the present route, and the County will be kept informed.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
County and City Engineer

RECEIVED
JUL 7 1966
OFFICE OF
STATE HIGHWAY ENGINEER

HSC:mm

cc: Mr. F. B. Klaboe

RECEIVED
JUL 18 1966
FOR FILING

F-IC2(13)
7467

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 20, 1966

SUBJECT: Gap-Tygh Ridge
The Dalles-California Highway

To:
Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Rough estimates have been prepared for comparison of costs between the location made in 1962 and improvement over the general routing of the present highway. The results are tabulated below:

	Existing Highway	Ext'g. Hwy. Improved	1962 Location
Length, miles	8.3	8.1	7.0
Total Delta	983°	400°	130°
Total No. of Curves	56	15	6
Maximum Curve	24°	5°	2°30'
No. of Max. Curves	1	1	3
Max. Delta, 1 Curve	57°	70°	58°
Maximum Grade	5	5	5.7
Length 3% Grade or over	22,000'	17,000'	17,300'
Total Rise and Fall	1,220'	1,120'	1,110'
Highest Grade Elevation	2,700'	2,690'	2,670'
Grade and Pave	- - - -	$2,120,000	$1,800,000
Structures	- - - -	- - - - -	- - - - -
Right of Way	- - - -	80,000	200,000
Est. Const. Cost		$2,200,000	$2,000,000

Two 12-foot lanes with 8-foot shoulders were used as a basis for the estimates with climbing lanes being considered. 1964 ADT varies from 630 at the north end of the section to 490 at the south end; trucks will account for about 10 per cent of this traffic.

From the above analysis, it would appear that the 1962 location would be the most desiable choice for a route through this area since it is less expensive and about a mile shorter than any route along the present alignment. The geometry of the existing high-

NOTED
R. L. PORTER

way is such that widening alone would not be practical; to eliminate the poor alignment and improve to some semblance of a reasonable standard would require construction of similar magnitude to that of the location. A disadvantage of the 1962 location is that it cannot be incorporated into a stage construction.

A small scale map is attached.

F. D. Morgan
Construction Engineer

By W. H. Tebeau

W. H. Tebeau
Preliminary Studies Engineer

WHT:fp
Attach.

RECEIVED
JUN 21 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Hwy 4
Wasco Co
Gap-Tygh Hr. Summit

Wasco County

COUNTY ROADMASTER
THE COURTHOUSE
THE DALLES, OREGON

PO Box 577
The Dalles

June 7, 1966

Oregon State Highway Department
City County Relations
Att: Mr. Cox
Salem, Oregon

Dear Sir:

This is a formal objection to the proposed new alignment Gap-Tygh Grade Summit Section of The Dalles-California Highway, the Commission's "Survey Resolution No. 308", and adapting the Survey.

This new alignment, survey resolution No. 308 through Sections 11 - 14 - 23 - 26 and 35 T. 2 S. R. 13 E. W. M. and Sections 2 and 11 T. 3 S. R. 13 E. W. M. would nessitate the purchase of valuable farm land, a tax base removal from Wasco County, and a loss of yearly tax income. Two paved roads would run parallel for several miles and adding additional miles to Wasco County Road System.

The existing Highway alignment should be re-evaluated as to straightening and widening. Additional right-of-way purchase at a great saving through, to a great extent, non-tillable land and furnish the General Public a good highway.

We request you reconsider this section of new road and evaluate what additional problems it presents to the property owners and tax payers of this County.

Very truly yours,

C. Light

WASCO COUNTY ROAD DEPARTMENT
C. Light
General Superintendent

RECEIVED
JUN 8 1966
ENGINEER
COUNTY & CITY DIVISION

CL/hmj

Routing
Morgan
Docker
Bond
Barbee
Walker
Glenn
Swan

RECEIVED
JUL 13 1966
CONSTRUCTION
DIVISION

RECEIVED
JUN 9 1966
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
DON HARWELL

RECEIVED
MAY 18 1966
FOR FILING
F-102(13)
76 7467

May 18, 1966

Wasco County Court
Courthouse
The Dalles, Oregon

agenda
apr. 21, 1966
3 e-2

Gentlemen:

The State Highway Commission at its meeting on April 21, 1966, adopted a survey concerning improvement on the Gap-Tygh Grade Summit Section of The Dalles-California Highway.

For your information, we have attached a sketch map showing the route of the new section and a copy of the Commission's "Survey Resolution No. 308", adopting the survey. This resolution also designates the above section of highway as a throughway.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

jf

Attachment

Survey Reso # 308

RECEIVED
MAR 21 1966
FOR FILING

F 402(13)
1747

March 18, 1966

Oregon State Highway Commission

Gentlemen:

The survey on the Gap-Lynn Grade Summit Section of The Dalles-California Highway in Wasco County has been completed. A public hearing on this section was not required. The section is 5.16 miles in length and I am attaching a map for your information.

You have authorized $200,000 for right-of-way acquisition under the 1966 State Construction Program.

I request your approval of this survey and authority to purchase the necessary rights-of-way, with construction to take place when funds are available.

This will be on the agenda of your April 21 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Att.

cc. Floyd Query
R. L. Porter
F. B. Klabee
Victor D. Wolfe
F. B. Morgan
L. H. Young
C. H. Maiers
D. H. Mochring
J. F. Putnam

DJB:rw bg

Survey Adopted
Sept. 20, 1962

BEGINNING OF SURVEY
STA 810+00

Fifteenmile

R.13E.
R.14E.

Mays

T.1S.
T.2S.

36

DUFUR

To The Dalles

Canyon

Cr.

Creek

Larch

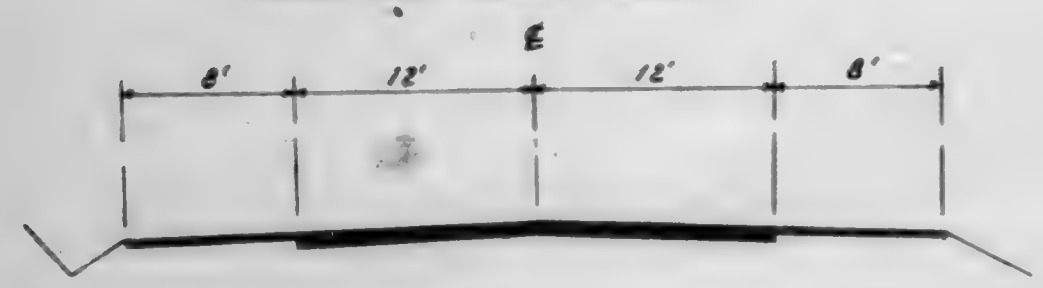
Cr.

LEGEND

■ ■ ■ Throughway Portion

I hereby certify that there are less than 10 commercial businesses per mile abutting on this section of highway.

DEPUTY STATE HIGHWAY ENGINEER



TYPICAL SECTION

AP

DEPUTY STATE H

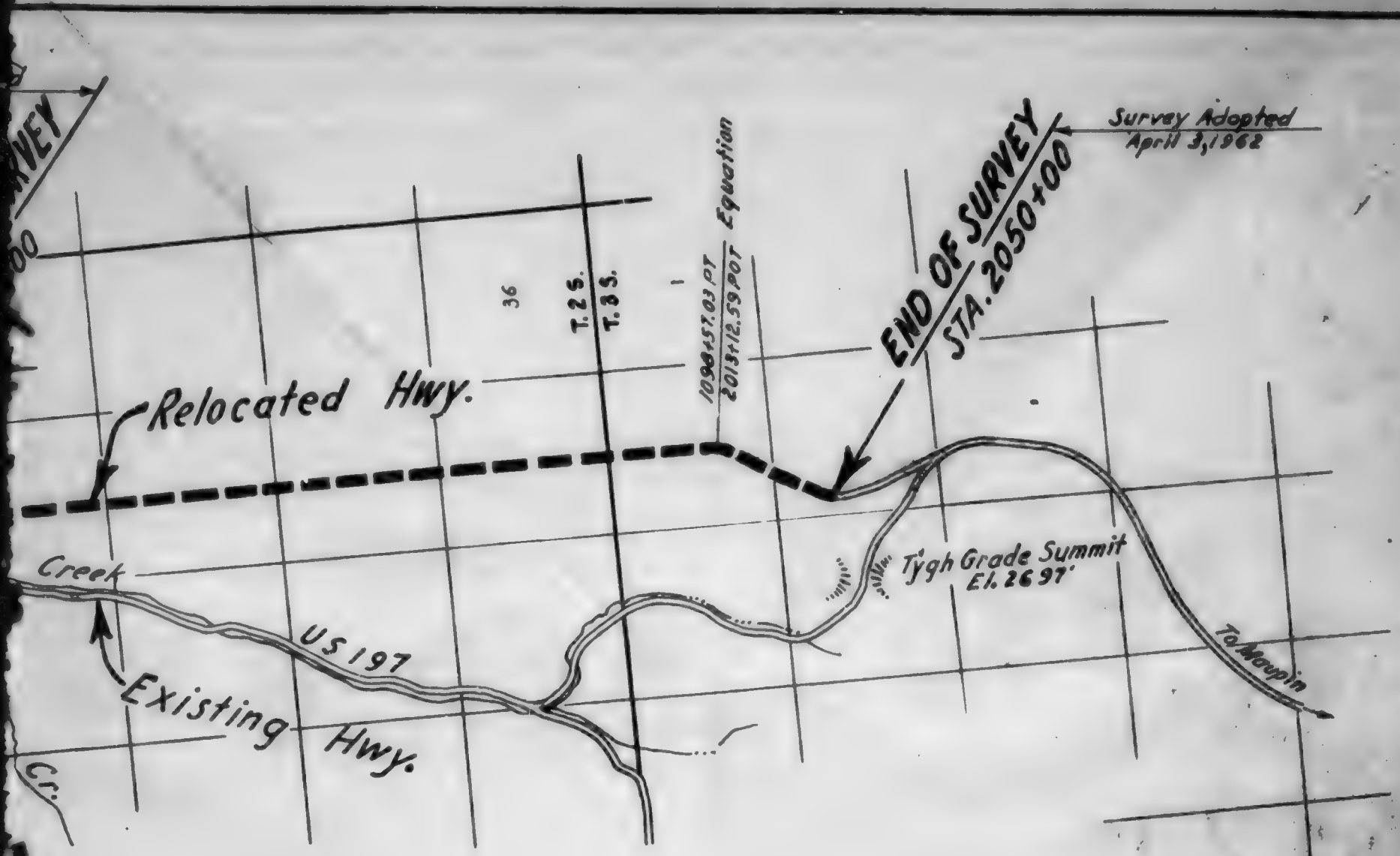
Date:

Public Hearing
System Action
County
State Highway C
Bureau of Public

Throughway Resoluti
Access Control

6.16 Mi.

1R-5-1613



APPROVED

[signature]

UTY STATE HIGHWAY ENGINEER

Date: 3-16-66

ring None required

tion

None required

Highway Commission None required

u of Public Roads None required

y Resolution Required

ntrol Limited

OREGON STATE HIGHWAY DEPARTMENT

Throughway and Survey Approval Map

GAP-TYGH GRADE SUMMIT SEC.

THE DALLES-CALIFORNIA HIGHWAY

WASCO COUNTY

Scale: 1" = 1 Mile March, 1966

DRG. NO. 1R-5-1613

FORM E-20 (ON 10-63) SP*23401-724

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 14, 1966

To: Mr. F. B. Klaboe
Ass't. State Highway Engineer
BUILDING

SUBJECT: Survey Approval Map
Gap-Tygh Grade Summit Section
The Dalles-California Highway

Attached are 11 copies of the above named survey approval map along with a suggested letter to the Commission.

F. D. Morgan
Construction Engineer

By D. J. Barbee

D. J. Barbee
Ass't. Construction Engineer

DJB:rw

Attach.

cc: Ben Gifford

RECEIVED
MAR 1 [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

I-205-7(19) Tualatin R.-Pacific Hwy. Sec. 1970
290 of E. Portland Frwy., S. of
#7468 Portland (Illumination)

RECEIVED
OCT 20 1972
FOR FILING

7468

October 20, 1972

Portland General Electric Company
700 East First Street
Newberg, OR 97132

Attention Mr. Lee Hall

Gentlemen:

Power Supply Revision
I-5 - I-205 Interchange
Pacific Highway
Washington County
Contract No. 7468

Pursuant to your telephone conversation with Mr. Robert Dixson regarding the existing electric service for the illumination installation at the I-5 - I-205 Interchange near Tualatin, it is requested that you provide a "closed" delta service in lieu of the present "open" delta 480-volt three-phase service.

It is understood that the additional line requirements and the installation of the third transformer at each of the two power delivery points for this interchange will be at no additional cost to the State.

This service revision will enable us to solve a part of the problems we have encountered with the lighting at this location.

Very truly yours,

A. E. Johnson
Assistant State Highway Engineer

cc Mr. James A. Jump
Public Utility Commission
200 Public Service Building
Salem, OR 97310

bc Tom Edwards
F. B. Klaboe
Walt Hart
Robert Judson
D. O. Christensen
R. M. Dixson

RMD:dh ja

S

RECEIVED
AUG 17 1972

FOR FILING

7468

August 17, 1972

General Insurance Co. of America
1500 S.W. 1st
Portland, Oregon 97201

Gentlemen:

A post-final payment for $10,300 will be made to M. B. Gracie Company on Contract No. 7468 for illumination on the Tualatin River-Pacific Highway Section of the East Portland Freeway in Washington County as soon as the warrant is prepared.

The total amount paid on this contract will be $271,333.15 including the post-final payment. Of the total $503.90 is for force account.

Very truly yours,

Floyd Lowry, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc M. B. Gracie Co.
437 S.W. 16th Avenue
Portland, Oregon 97209

C. T. Mooney
Walt Hart
V. E. Skoog
Attn: John Kerr
L. M. Bullen

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: July 31, 1972

In reply refer to: 10-35-DA

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(19)290
Tualatin River - Pacific Highway Section
Request for Extension of Time

NOTED
A. E. JOHNSON

For the reasons given in Mr. Johnson's July 25 memorandum, I concur in the proposed extension of 103 days to complete the work without assessment of liquidated damages.

RECEIVED
AUG 2 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

RECEIVED
JUL 27 1972
FOR FILING

7468

July 26, 1972

TO Oregon State Highway Commission

FROM
Tom Edwards
State Highway Engineer

SUBJECT Extension of Time, Contract No. 7468
Tualatin River-Pacific Highway Section
I-205

W. R. Grasle Company, contractor for the illumination installation on the subject section of the East Portland Freeway in Clackamas County, Contract 7468, has requested an additional 103 calendar days in which to complete the contract work without assessment of liquidated damages. The contractor cites delay in the delivery of the poles and delay by the State in approval of shop drawings as his reason for not completing the work within the time allotted.

The contract was awarded August 19, 1970 and allotted 180 calendar days to complete the work, which forecast a completion date of March 13, 1971. The project was completed June 24, 1971 with 283 days charged to the project, which is an overrun of 103 calendar days.

As a result of the recent study regarding the required delivery time for illumination and traffic signal poles, it has been determined that the contractor be allowed 190 days after the date the poles are ordered with an additional 37 days allowed for erection, wiring and completion, totaling 227 calendar days.

Delivery of the poles was further delayed by negotiations with the contractor for proposed changes in the thickness of the illumination poles. The total time

(more)

involved in the foregoing negotiations was 43 days, where normally only 14 days are required for the State's approval of shop drawings.

The supplier maintains that rescheduling of his work made necessary by this delay caused a 75-day delay in shop fabrication over and above the normal fabrication time. It appears that a 30-day delay due to the rescheduling of the work at the fabrication plant would be reasonable. The 30-day delay due to rescheduling, together with the 29 extra days the shop drawings were held by the State, represents a 59-day delay to the project.

The 227 days allowed for the delivery and erection of the poles, together with 59 days allowed for delays to approval of shop drawings, established an allowable completion date of July 3, 1971, which is 9 days after the actual completion date for the project. In accordance with authority given me by you, I have therefore granted the contractor a 103-day extension of contract time without assessment of liquidated damages.

The concurrence and participation of the Federal Highway Administration has been requested but their reply has not yet been received. If they do not concur, participation from federal funds will not be available.

This matter will be on the agenda for your concurrence at the August 8 meeting.

bc Floyd Query
George M. Baldwin
F. B. Klaboe
A. E. Johnson
Walt Hart
L. H. Young
Vern Skoog
L. W. Rulien
Arvey Nelson
V. L. Gallagher
Gary Ross
Gary Sund

JD:dh ja

RECEIVED
JUL 27 1972
FOR FILING

7468

July 26, 1972

W. R. Grasle Company
437 N. W. 16th Avenue
Portland, OR 97209

Gentlemen:

The State Highway Division has considered your request for an additional 103 days to complete Contract 7468 for work on the Tualatin River-Pacific Highway illumination project on the East Portland Freeway in Clackamas County.

After considering the facts pertaining to this request, the State Highway Division has granted you a 103-day extension of time without assessment of liquidated damages.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

bc George M. Baldwin
Floyd Query
F. B. Klaboe
A. E. Johnson
Walt Hart
L. H. Young
V. E. Skoog
L. W. Rulien
Arvey Nelson

JD:dh ja

RECEIVED
APR 12 1972
BRIDGE DIVISION

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7468 Contractor W. R. Grasle Co.

Highway East Portland Freeway

Section Tualatin River - Pacific Highway

Kind of Work Illumination

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED or **GRANTED.** The reasons for such recommendation are as follows:

Grant 103 days because of insufficient time allowed for delivery and erection of illumination poles.

Recommended for Approval:

Allan C Hansen
Division Engineer

Walter J Hart
Construction Engineer or Bridge Engineer

R E Johnson
Asst. State Highway Engineer

Contract No.	7468
Project designation	1-206-7(19)290 State-Federal
Date awarded	8/19/70
Work started	9/28/70
Per cent completed	100% 6/24/71 Date
No. of Workdays Allowed	180
No. of Workdays Used	283
No. of Added Workdays Requested	103

State Printing 27000

E—330 (Rev.)—SM—8-69

OREGON STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY DEPARTMENT
RESIDENT BRIDGE ENGINEER
RECEIVED
DEC 6 1971
FILE:

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date December 2, 1971

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 180 days to 283 days, within which to complete our Contract No. 7468, without the assessment of liquidated damages. The said contract is described as follows: Roadway Illumination, Tualatin River - Pacific Highway, East Portland Freeway.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Delay in delivery of High Mast Lighting Poles - See attached letter copy.

Respectfully submitted,

W. R. GRASLE CO.
Contractor

By James W. Bayless

CONSENT OF SURETY

Date December 2, 1971

We, GENERAL INSURANCE COMPANY OF AMERICA

, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

M. Mowrey
Attorney-in-fact
M. Mowrey

(SEAL)

James W. Bayless
Resident Agent
James W. Bayless

RECEIVED
JUL 24 1972
FOR FILING

7468

July 25, 1972

TO Mr. Glen L. Green
Acting Division Engineer
Federal Highway Administration

FROM A. E. Johnson
Assistant State Highway Engineer

SUBJECT Request for Extension of Time
Tualatin River-Pacific Highway Section
Illumination Installation
East Portland Freeway
Clackamas County, Contract 7468
FAP I-205-7(19)290

W. R. Grasle Company, contractor for the subject project, has requested an additional 103 calendar days in which to complete work on this contract without the assessment of liquidated damages. The contractor has cited a delay in delivery of the poles and a delay by the State in approval of shop drawings as his reasons for noncompletion of the work within the allotted time.

The contract was awarded August 19, 1970 and allotted 180 calendar days to complete the work, which forecast a completion date of March 13, 1971. The project was completed June 24, 1971 with 283 calendar days charged to the project, which is an overrun of 103 calendar days.

As a result of the recent study regarding the required delivery time for illumination and traffic signal poles, it has been determined that the contractor be allowed 190 days after the date of the pole order with an additional 37 days for erection, wiring and completion, totaling 227 calendar days.

Delivery of the poles was further delayed by negotiations with the contractor for proposed changes in the thickness of illumination poles. Shop drawings for

(more)

the poles were received in Salem on October 9, 1970. On October 19 the contractor was advised of a possible revision in the wall thickness of the illumination poles and was required to furnish the State an estimate of the increased cost. On November 19, 1970 the contractor submitted his estimated cost. On November 20, the contractor was advised that the price for the revised poles was too high and he was directed to proceed with the work in accordance with the contract plans. The total time involved in the foregoing negotiations was 43 days, where normally only 14 days are required for the State's approval of shop drawings.

The supplier maintains that rescheduling of his work made necessary by this delay caused a 75-day delay in shop fabrication over and above the normal fabrication time. It appears that a 30-day delay due to rescheduling of the work at the fabrication plant would be reasonable. The 30-day delay due to rescheduling, together with the 29 extra days the shop drawings were held by the State, represents a 59-day delay to the project.

The 227 days allowed for delivery and erection of the poles, together with 59 days allowed for delays to approval of shop drawings, establishes an allowable completion date of July 3, 1971, which is 9 days after the actual completion date for the project. We are therefore recommending that the contractor be granted an extension of 103 days to complete the work without assessment of liquidated damages.

Your concurrence and participation in this matter is requested.

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
C. T. Keasey
Walt Hart
Vern Skoog
L. H. Young
L. W. Rulien

JD:dh ja

STATE COPY

RECEIVED
NOV 22 1971
COMMERCIAL

cc: OSHD (Johnson)
Region
Wash DC
Area Engr A-1

I-205-7(19)290

(REV. 3-68)

FINAL ACCEPTANCE REPORT

(PPM 20-6.1)

11-8-71 eh

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

REGION NO.	PROJECT NO.	COUNTY	DIVISION
7	I-205-7(19)290	Washington	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
11-3-71	J. E. O'Neil, Asst Area Engr	I-205-7(19)290

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACTING AGENCY	TIME ELAPSED	CONTRACT TIME
6-24-71	10-9-71	157	180 c.d.

APPROVED EXTENSIONS	LOCATION
None	Intersection of I-5 and I-205 approximately 13 miles southerly of Portland

COPY SENT

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds has been submitted.

NOV 22 1971

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions and labor provisions have been met.

REGIONAL OFFICE

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonable close conformity with the approved plans and specifications, including authorized changes and extra work.*

TUALATIN RIVER-PACIFIC HIGHWAY SECTION
EAST PORTLAND FREEWAY
Illumination

NOTED
A. E. JOHNSON

This project provided for the installation of tower lighting in the I-5, I-205 interchange. The contract required the construction and installation of thirty towers with multiattached luminaries.

All physical work was satisfactorily completed in substantial conformity with the approved plans and specifications on June 24, 1971, at which time 283 chargeable days had elapsed. The contract time was 180 days (calendar) for 103 days of liquidated damages.

The final cost of the contract work was $291,333.15 less $10,000.00 in liquidated damages for an underrun of 3.1%. There were no significant overruns or underruns.

The State has submitted the PR-45, Laboratory Materials Certificate, and the Construction Engineers Statement. Acceptance of this project is recommended.

cy Const. Bridge 11-26-71

NOTED
TOM EDWARDS

RECEIVED
NOV 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

* NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE		SIGNATURE	
W. M. BRYANT		R. E. SIMPSON	
TITLE	DATE	TITLE	DATE
Area Engineer	11-3-71	Division Engineer	11-8-71

REPLACES PR 33A(2) REV 4-66 WHICH MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
SEP 14 1971
FOR FILING

I-205-7(19)270

7468

September 13, 1971

General Insurance Co. of America
1500 S. W. 1st
Portland, Oregon 97201

Gentlemen:

On September 10, 1971, we wrote to you concerning release of final payment on Contract No. 7468 awarded to W. R. Grasle Company for illumination of the Tualatin River-Pacific Highway Section of the East Portland Freeway in Washington County.

Final payment on this contract is $13,697.96 and the total contract amount is $281,033.15 including $503.90 for work performed under force account.

Very truly yours,

Floyd Henry, Secretary
OREGON STATE HIGHWAY COMMISSION

fhs

cc W. R. Grasle Co.
437 S. W. 16th Avenue
Portland, Oregon 97209

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
L. W. Rulien

RECEIVED
SEP 10 1971

I-205-7(19)270
7468

September 10, 1971

General Insurance Co. of America
Portland Service Office
1500 S. W. 1st Avenue
Portland, Oregon 97201

Gentlemen:

Contract No. 7468 awarded to W. R. Grasle Company for work on the Tualatin River-Pacific Highway Section of the East Portland Freeway in Washington County was completed June 24, 1971, and accepted by the Highway Commission on September 9, 1971.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before September 15, 1971.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc W. R. Grasle Company
437 N.W. 16th Avenue
Portland, Oregon 97209

bc Frank Morgan
Ivan Marchant
V. E. Skoog
Attn: John Herr
L. W. Rulien

RECEIVED
SEP 10 1971
FOR FILING

I-205-7(12)290
7468

September 9, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed June 24, 1971 on Contract No. 7468. The contract was with W. R. Gracie Company and was for an illumination installation on the Tualatin River-Pacific Highway Section of the East Portland Freeway in Washington County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 9, 1971 and that you concur in this procedure at the Commission meeting on October 19, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
L. W. Rulien

VG:fw

I-205-7(19)290
7468

FORM E-1 (REV 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Tualatin River Pacific Highway		WEEK ENDING: July 9, 1971
		SECTION PREFIX: 634- 1047
HIGHWAY: East Portland Freeway		COUNTY: Washington
NAME OF JOB: Tualatin River - Pacific Highway	KIND OF WORK: Illumination Installation	
CONTRACTOR: W. R. Grasle Co.	CONTRACT NUMBER: 7468	FEDERAL AID PROJECT NUMBER: I-205-7(19)290
DATE OF CONTRACT: August 19, 1970	DATE WORK STARTED: September 28, 1970	ESTIMATED COMPLETION DATE: June 24, 1971
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 180	WORK DAYS USED CALENDAR DAYS USED 283
	SPECIFIED COMPLETION DATE: March 13, 1971	PERCENT OF TIME ELAPSED: 157.2%
PROJECT AUTHORIZATION: $329,490.50	ENGINEERING AUTHORIZATION $26,127.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $303,363.50	ENGINEERING COST TO DATE $17,800.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: ----------
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $279,825.19		DATE PROJECT WAS COMPLETED: June 24, 1971
ESTIMATED PERCENT UNDERRUN: 7.8%	PERCENT OF AUTHORIZATION: 68.1%	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:
NONE ----- No Activity

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	4	Mostly Cloudy			
MONDAY	5	Mostly Cloudy			
TUESDAY	6	Partly Cloudy			
WEDNESDAY	7	Clear			
THURSDAY	8	Overcast, Light Rain			
FRIDAY	9	Overcast			
SATURDAY	3	Clear			

Morgan — Routing
Ducker — Pease
Bond — Swan
Walker — Glenn
Bochme — Litchfield
Johnson — Gallagher
Stein

RECEIVED
JUL 12 1971
CONSTRUCTION DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	4	NO ACTIVITY ALL WEEK
MONDAY	5	
TUESDAY	6	
WEDNESDAY	7	
THURSDAY	8	
FRIDAY	9	
SATURDAY	3	

REMARKS

Status: Project complete. Five lamps which do not work will be replaced when the monovator is delivered to the jobsite.

tnal Final weekly report. Semi-final estimate was submitted on this date.

Const.

SIGNED [signature] LOCATION Tigard

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-7216

RECEIVED
JUL 1[illegible] 1971
FOR FILING

OREGON STATE HIGHWAY DIVISION

I-205-7(19)290
HIGHWAY BUILDING
7468

RECEIVED
JUL 12 1971
OFFICE OF
STATE HIGHWAY ENGINEER

SALEM, OREGON 97310

June 30, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Contract 7468
Prefix 634-1047
FAP I-205-7(19)290

Johnson
cy to Morgan
7-13-71

Dear Sir:

All work under Contract No. 7468, Tualatin River-Pacific Highway Section of the East Portland Freeway in Washington County, was completed on June 24, 1971.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

R. L. Porter
State Highway Engineer

By

NOTED
A. E. JOHNSON

F. D. Morgan
Construction Engineer

Federal Highway Administration
Oregon Division Office Endorsement

Date July 6, 1971

Conditions noted on above date:

At the time of the inspection five luminaires were noted not functioning. All work is acceptable on this project with the exception as noted, and final acceptance will be made contingent on replacement or repair of the defective luminaires.

R. E. Simpson
Division Engineer

VG:fw
cc: R. L. Porter
F. D. Morgan

DFK:tkj

NOTED
TOM EDWARDS

Form E-123

I-205-7(19)270

Form E-[illegible]

STATE COPY IP

OREGON STATE HIGHWAY DEPARTMENT

APPROVED EFFECTIVE DATE 6-24-71
Contingent upon modification of project agreement if additional funds are required
BY [signature] Dist. Engineer
TITLE
DATE 7-16-71
FEDERAL HIGHWAY ADMINISTRATION

7468

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name: Illumination Installation Tualatin River-Pacific Highway Section — Date: June 23, 1971

Highway: East Portland Freeway — Contract No. 7468

County: Washington — Prefix 634-1047

Contractor: W. R. Crasle company — F. A. Project No. I-205-7(19)280

Address: 437 N. W. Sixteenth Avenue, Portland Oregon — Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Haul and place fill mate rial in area of freeway median where erosion has exposed a section of the rigid plastic electrical conduit installed by this contract.

RECEIVED
JUL 9 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Location by station numbers:

I-205 Sta. 1180+00 thru 1185+00

Estimate of quantities and cost:

Equipment =	----------	$125.00
Labor =	----------	$125.00
Total estimated cost =	----------	$250.00

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") Contractor had previously completed installing conduit & completed conduit backfill in subject area in a satisfactory manner; Being accepted by this office as complete. Subsequent initial winter rains caused several areas of erosion throughout this new section of I-205 construction.

To avoid a condition of exposed & "hot" 480 volt conduit; By extra work this section of erosion is to be backfilled.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$329,490.50
Present estimate of project cost, including $250.00 for work under this order	$329,490.50
Expected under-run / over-run amount	$ 0.00
Expected under-run / over-run per cent	0.00

Space to right of this line is for use of Salem Office

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] Construction Engineer or Bridge Engineer

ORIGINAL SIGNED BY

Approval Recommended: [illegible] Division Engineer

Approved [signature] Deputy State Highway Engineer

7-20-71

RECEIVED
MAY 7 - 1971
FOR FILING
STATE OF OREGON
1859

I-205-7(10)-10

7468

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 20, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage St. N. E.
Salem, Oregon 97308

Dear Mr. Simpson:

NOTED
A. E. JOHNSON

Tower Lighting Evaluation
Tualatin River-Pacific Highway
I5 - I205 Interchange
Illumination
Clackamas County

In order to properly evaluate the performance of tower lighting luminaires it is proposed that 14 General Electric 1000 watt high mast luminaires be purchased and installed at the I5 - I205 Interchange.

Holophane High Mast Units have been approved for installation on this project. By installation of G. E. Units on three of the thirty towers on this project, we would be evaluating both types of units in the same environmental conditions and with the same operating life cycle. It is felt that this is the only proper way to conduct our evaluation program.

As we propose to purchase the units with State maintenance funds, we are not requesting Federal fund participation. The contractor will be asked to install the fourteen State-furnished G. E. Units and deliver to the State fourteen Holophane Units, at no extra cost to the State. The G. E. Units would be replaced with the Holophane fixtures after testing is completed.

We request that you approve this proposal so that we may have fourteen luminaires temporarily installed which are different from those being furnished by the contractor for this project.

Very truly yours,

R. L. Porter
State Highway Engineer
By ORIGINAL SIGNED
IVAN D. MERCHANT
Ivan D. Merchant
Bridge Engineer

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APR 21 1971
OFFICE OF
STATE HIGHWAY ENGINEER

DOC/LLW/ag
A. E. Johnson
V. Skoog
L. Young

RECEIVED
APR 12 1971

FOR FILING

I-5-2(11)-210
7468

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

April 8, 1971
Salem, Oregon

NOTED
A. E. JOHNSON

SUBJECT:

To:
Mr. Robert N. Bothman
Maintenance Engineer

B U I L D I N G

Tower Lighting Evaluation
Tualatin River-Pacific Highway
I5 - I205 Interchange
Illumination
Clackamas County

In order to properly evaluate the performance of tower lighting luminaires it is proposed that 14 General Electric 1000 Watt High Mast luminaires be purchased and installed at the I5 - I205 Interchange.

As per your conversation with Bob Dixson of this Department it is proposed that these be purchased by the maintenance department. These units would be installed by the contractor on the I5 - I205 contract and used for a test installation. At the completion of these tests the units would be removed and replaced with the Holophane fixtures originally approved for the project. These units would then be used by the maintenance department as replacement units.

We have received a price quotation of $900.00 for the 14 G. E. Units. This is an unpublished price given to us for this evaluation program and is a price of approximately $64.29 per unit and is a price that the G. E. Company does not wish released to outside interests since the average net price quoted for this luminaire is $157.00. The Company is absorbing the cost difference in their "sample" account. The $900.00 price is F. O. B. Factory, with freight allowed to destination, Net 30 days.

If additional information is required to proceed with this purchase, please advise. As the I5 - I205 Contract is soon to be completed it would be appreciated if they could be purchased as soon as possible. Thank you for your cooperation and assistance.

ORIGINAL SIGNED
L. L. WALLACE

L. L. Wallace
Bridge Design Engineer

DOC/ag

cc: A. E. Johnson
L. E. George
W. J. Hart
A. A. Rear

RECEIVED
APR 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

SP 52478-734

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NOV 30 1970
FOR FILING
STATE OF OREGON
1859
I-2(5)-1(19)270
7468

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 20, 1970

W. R. Grasle Company
437 N. W. 16th Street
Portland, Oregon 97209

NOTED
A. E. JOHNSON

Attention Mr. A. J. Mather

Gentlemen:

Light Towers
Tualatin River-Pacific Highway Section
Illumination Installation
East Portland Freeway
Washington County Contract 7468

This will confirm the telephone conversation between yourself and Mr. Merchant of this Division today relative to the subject of our letter to you on October 19, 1970. The subject of that correspondence was a possible revision in the pole tower design on the subject section.

A satisfactory firm price for the proposed revised tower design cannot be obtained from your tower subcontractor, Union Metal Manufacturing Company. You are, therefore, directed to proceed with work under this contract using the tower design as detailed in the contract plans for the project.

Union Metal Manufacturing Company's shop drawings covering the light towers for this project are being returned to the Resident Engineer, Mr. Street, today. These drawings have been held in this office until the decision was made on the possible revised tower design.

Very truly yours,

R. L. Porter
State Highway Engineer
By ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Administration Engineer

RECEIVED
NOV 23 1970
OFFICE OF
STATE HIGHWAY ENGINEER

WJH:dh
cc A. C. Harwood A. E. Johnson
Jerry Street
Union Metal Manufacturing Company, Attn. G. W. Kolling

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	STATE Oregon
9-49	**FEDERAL AID PROJECT AGREEMENT**	COUNTY Washington
PROJECT REPORT NO. 3	(PPM 21-7) 9-2-70	PROJECT NO. I-205-7(19)290

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Tualatin River-Pacific Hwy. Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-7-70	0.00
OTHER (Specify)		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 319,330.00	$ 294,613.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official) name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By _____
(Division Engineer)
For: R. E. Simpson

Date executed by Division Engineer SEP 8 1970

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds.

(b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, up-

Oregon State Highway Division

Federal Aid
Project No. I-205-7(19)290

TUALATIN RIVER-PACIFIC HIGHWAY SECTION

EAST PORTLAND FREEWAY IN WASHINGTON COUNTY

Salem, Oregon, August 28, 1970

Project agreement estimate.

Type Code Y030
Illumination (Sta. Ls 1202+00)

Temporary Protection and Direction of Traffic	All Required	$ 2,500.00
Roadway Illumination Installation, Complete	All Required	287,300.00
		$289,800.00
Flagging (60% of contractor's cost)	All Required	$ 500.00
	Subtotal	$290,300.00
	10% Engr. & Cont.	29,030.00
	Total	$319,330.00

Length of Project 0.00 mile

Federal Funds - - - - - - - -	$294,613.00
State Funds - - - - - - - - -	24,717.00
Total - - - - - - - - - - - -	$319,330.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

G-1-100%

Contract No. 7468

Prefix 634-1047

RECEIVED
AUG 26 1970
FOR FILING

I-205-7(19)290
7468

August 24, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of August 18, 1970, is requested in the award of contract for the Tualatin River-Pacific Hwy. Section, Project No. I-205-7(19)290.

The contractor receiving the award is W. R. Grasle Co., in the amount of $299,800.00 with Contract No. 7468 assigned. This bid was received on August 13, 1970, and awarded August 18, 1970.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Federal Highway Administration's
Endorsement

Date_____
I concur in the award.

R. E. Simpson
Division Engineer

DAR:bb

RECEIVED
AUG 24 1970
FILE COPY

I-205-7(19)290
7468

August 19, 1970

W. R. Grasle Co.
437 N. W. 16th Avenue
Portland, Oregon 97209

Gentlemen:

The State Highway Commission on August 18, 1970, accepted your proposal for illumination of the Tualatin River-Pacific Highway Section of the East Portland Freeway in Washington County for the sum of $289,800.00.

On August 19 the State Highway Engineer awarded you this project which has been assigned Contract No. 7468.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

sea

bc: Pacific Builder and Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle and Portland
F. D. Morgan
I. D. Merchant
L. W. Rulien
Jerry Street
Wm. Geibel (SAIF)

RECEIVED
JUL 28 1970
OFFICE OF
STATE HIGHWAY ENGINEER

FORM PR-1240
Rev. Aug. 1964 - 1970

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FEDERAL AID PROJECT NO.
I-205-7(19)290

STATE PROJECT NO.

LETTER OF APPROVAL AND/OR AUTHORIZATION

FOR FILES

FROM: ~~R. E. SIMPSON, DIVISION ENGINEER~~
SALEM, OREGON

7-28-70

PROGRAM NO.

ITEM NO.
I-616

COUNTY NAME
WASHINGTON

PROGRAM STAGE (Check)
[ ] 1 [XX] 2

TO: I-205-7(19)290
7428

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

Klaboe

VOID
F.B. KLABOE

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
7-7-70	7-7-70	I-205
		STATE ROUTE NUMBER: TUALATIN RIVER – PACIFIC HIGHWAY

LIMITS OF AUTHORITY

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [ ] OTHER (Specify)
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MY AUTHORIZATION LETTER OF JULY 7, 1970 IS SUPPLEMENTED TO INCLUDE APPROVAL FOR USE ON THIS PROJECT THE STANDARD SPECIFICATIONS FOR WELDED HIGHWAY BRIDGES AND INCIDENTAL STRUCTURES, JULY 1970 ISSUE.

Yours
7-31-70

VOID
TOM EDWARDS

RECEIVED
JUL 30 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-28-70	[signature]	for DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
JUL 14 1970
FOR FILING

7-7-70

FORM 8UC-24
(REV. 3-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-205-7(19)290

STATE PROJECT NO.

I-205-7(19)290

FROM:
7468
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

COUNTY NAME
WASHINGTON

ITEM NO.
616

PROGRAM STAGE (Check)
☐ 1 ☐ 2

TO:

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
JULY 7, 1970	JULY 7, 1970	I-205
		STATE ROUTE NUMBER: TUALATIN RIVER-PACIFIC HIGHWAY SECTION

LIMITS OF AUTHORITY

AFTER CONCURRENCE OF AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE TOTAL AMOUNT OF $500.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) CONTRACTOR'S FLAGGING $500.00
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S JUNE 29, 1970 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

NOTED
F.B. KLABOE

Sig'd Young Jul'ance.
7-10-70

NOTED
TOM EDWARDS

RECEIVED
JUL 8 1970
OFFICE OF

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-7-70		DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
JUN 24 1970

FORM E-30 (REV. 10-69)

FOR FILING

I-205-7(19)290
7468

Mr. Klaboe

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
June 22, 1970

To: Mr. L. H. Young
Program and Planning
Engineer

B U I L D I N G

SUBJECT: Right of Way Status
FAI Project
July 23, 1970, Bid Opening

I certify that to the best of my knowledge the following statement is correct with regard to the right of way for the above project scheduled for contracting on the above date.

On the following project, the necessary assurances were provided under previous contracts. No additional right of way is necessary for this contract.

Tualatin River-Pacific Highway Sec., East Portland Freeway, Clackamas County
Roadway Illumination

John R. Oakes
Assistant Right of Way Engineer

JRO:GZ

cc F. B. Klaboe
V. E. Skoog
T. W. Litchfield
W. H. Haskin
Duane Ridings
Frank Lowe
M. R. Mitchell

RECEIVED
JUN 2
STATE H

SP 52479-734

TRANSACTION NUMBERS 6-41 THRU 6-43

Klabre

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT	DATE
OREGON	6-19-70
BY (Signature)	
MR. YOUNG'S JUNE 11, 1970 LETTER	
TITLE	
PROGRAM & PLANNING ENGINEER	

CLASS OF FEDERAL FUNDS

☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS _____

STAGE 1 *
ITEM NOS. _____ THRU _____

STAGE 2
ITEM NOS. 614 THRU 616

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
614	I-5-5(47)283	1.26	3,120,000	2,878,000	HUBBARD INTERCHANGE	GRADE, DRAIN, HIGH TYPE PAVEMENT, 4 STRUCTURES AND ILLUMINATION.
615	I-5-4(68)235	0.00	91,500	84,400	TALBOT ROAD TO NORTH ALBANY INTERCHANGE	LANDSCAPING
616	I-205-7(19)290	0.00	370,000	341,300	TUALATIN RIVER - PACIFIC HIGHWAY SECTION	ILLUMINATION

6-19-70

REMARKS (Division)

RECEIVED
JUN 22 1970
FOR FILING

I-205-7(19)290
7468

YOU ARE AUTHORIZED ON ITEM 614, I-5-5(47)283 - HUBBARD INTERCHANGE, TO PROCEED WITH THE NECESSARY PREPARATORY WORK FOR THE ADJUSTMENT OF UTILITIES.

Young 6-22-70

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		6-19-70	R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

6/11/70

FEDERAL-AID (PP

CARD 2	REPORT NUMBER (18)–(20)	PROJECT LOCATION (45 typewriter spaces) 21–65		ADT	PRESENT	FUTURE (66)	YE (70)(71)				
	1	I-205 Interchange at Junction with I-5			6,900	16,800	9				
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28–62	NATL. FOREST (63)–(65)	FH ROUTE NO. (66)–(69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)–(73)	PL. AU (74)			
	Illumination	–									
CARD 4	CLASS OF FEDERAL FUNDS						COUNTY NAME				
	Interstate										
	NAME OF URBAN AREA 17–31						ROUTE NO. I	FEDERAL-			
	Portland							I-20			

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT TOTAL ESTIMATED COST	ESTIMATED PROJECT FEDERAL FUNDS
1	(1-4&5)	(16)	41	42	43–46	53		(54)–(58)	(59)–(66)	(67)
5					PE		I-205 Interchange at Junction with I-5			
5					ROW		(Tualatin River-Pacific Hwy. Section)			
5					CONST (CODE) Y030					
								0.00	370,000	341,300
								0.00	370,000	341,300

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	(16)–(23) (24)

9744

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

6/11/70

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
-5	ADT	6,900	16,800	90	08	Oregon	35	042	616
(65)			(66) (70)	(71) (72)			(12) (13)	(4) (9)	(14) (18)

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
(68) (69)	(70)	(71) (72)	(73)	(74) (75)	I- 14 23	205-7 7 13	(19)	290 (24) (26)	27

COUNTY NAME: Washington — CODE: 067 (14) (16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
I	I-205 (32)	64 (30) (37)	I-205 (41)

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(54) (58)	(59) (66)	(67) (76)			
					Installation of high-level illumination (tower lighting) for on and off ramps of the I-205 Int. of jct. with I-5.
					ROW-200' min.; Access Control-full; Parking Restrictions-complete.
0.00	370,000	341,300	28,700		
0.00	370,000	341,300	28,700		
	(16) (23)	(24) (33)			

REMARKS

Additional Data: Items 539 and 604; Projects I-205-7(12)290 and I-205-7(15)290.

-OVER-

USCOMM DUSCOMM-DC 46808-P61

TUALATIN RIVER-PACIFIC HWY. SECTION
Remarks - Continued

Public hearings not required under paragraph 6c of PPM 20-8.

This project is considered as stage construction of this portion of I-205 and design approval was considered to have been given under Project I-205-7(12)290.

Clearinghouse review is not required under the provisions of paragraph 2b of IM 50-1-70 as all right of way as acquired prior to September 30, 1969.

11-3406 Arlington Maintenance Station 1970
on the John Day Highway
#7470

RECEIVED
SEP 23 1971

LL-3406
7470

September 23, 1971

United States Fidelity & Guaranty Company
319 S. W. Washington
Portland, Oregon 97204

Gentlemen:

A post-final payment for $365.18 will be made to Hamner Construction Company on Contract No. 7470 for the Arlington Maintenance Station in Gilliam County as soon as the warrant is prepared.

The total amount paid on this contract will be $76,886.45 including the post-final payment. Of the total, $1,736.45 is for force account.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

hl

cc Hamner Construction Company
13517 N. E. San Rafael
Portland, Oregon 97230

U. S. Fidelity & Guaranty Company
Portland Office
201 Oregon Bank Building
Portland, Oregon 97204

bc F. D. Morgan
I. D. Marchant
V. E. Skoog
Attn: John Kerr
E. S. Coulter

RECEIVED
JUL 30 1971
FOR FILING

11-34C 6

7470

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

July 8, 1971
Salem, Oregon

To:

A. E. Johnson
Assistant State Highway Engineer

SUBJECT:

Engineering Charges for
Contract 7470

B U I L D I N G

Reference is made to your May 24th letter regarding the 32% overrun in engineering on Contract 7470.

The "On Site" charges which included Payroll, Office expenses, Equipment rental, and Materials Division Invoices of which the Resident Engineer had current records indicated an engineering overrun of 14% comparable to the overrun in time for which an extension was granted. I believe that this amount is excusable.

The "Off Site" charges made by Bridge Section, Commission Secretary, Blueprint Room, and Region Office were not anticipated by the Resident Engineer. These charges amounted to about 15% of the engineering. Commission Secretary charges amounted to $72.72 (1%). Bridge Section charged $951.63 to the project, $375.04 involved design work for State forces, and the remaining $576.59 was for checking shop drawings. Region 3 Office charges of $390.95, $263.49 was charged by E. Jones for inspection of prestressed members. $117.96 was charged by Region 3 Soils Section for sampling.

To avoid this type of overrun on future projects we will:

1. Furnish sufficient material to the field so that they can check shop details on contracts involving maintenance installations and park facilities.

2. Terminate the practice of record samples on other than Federal-aid projects.

3. Instruct the Region Office to anticipate some closing charges to process the final estimate.

Ivan D. Merchant
Bridge Engineer

AAR/ag

cc: H. S. Coulter
H. Van Cleave

RECEIVED
JUL 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

OREGON STATE HIGHWAY DEPARTMENT — 04/30/71 — PROGRESS ESTIM.

SECTION ARLINGTON MAINTENANCE STATION — COUNTY GILLIAM — AWARDED

HIGHWAY — SPECIFIED COMPLETION A) 100 CD B) C) — EXTENSION

TYPE WORK MAINTENANCE BUILDING — CONTRACTOR MEUSER CONSTRUCTION CO PORTLAND 97230

ITEM NO.	ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
001	MAINTENANCE SHED LUMP SUM	7545000000	100000	7545000	100000	7545000
002	EXTRA CONCRETE CU YD	675000	1000	6760		
	TOTALS FOR ORIG. CONTRACT			7551760		7545000
	ADJUSTMENTS					
6001	LIQUIDATED DAMAGES DAY	-750000			1800	-1350000
	FORCE ACCOUNTS					
801	ENLARGE FOOTING EXC & BACKFILL					137124
	* TOTAL PAY COSTS			7551750		7652127
98999	CONTINGENCIES			339828		
99999	ENGINEERING			755175		997873
209 function 6001A	LIQ DAM: TIME EXT COMM ACT 5-4-71 DAY	7500			14	105000
	GRAND TOTALS			8646753		8650000 (+0.0%)

CONSTRUCTION ~~RESIDENT~~ ENGINEER — DATE

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 01 FORM E-496 (REV. 5-69)

AWARDED 08 18 70 F.A.P. CONTRACT NO. 7470 WORK DONE TO: 3-3-71

EXTENSION 14. DAYS APPROVED 5-4-71 PREFIX 11 3406

A) 118 CD

USED B) ESTIMATE NO. 7 ~~ESTIMATED~~ DATE OF COMPLETION: 3-3-71

C)

POST-FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 03/03/71		TO COMPLETE 03/03/71		GROUP POR N	NEW TOTAL TO DATE	
NTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
100000	7545000	100000	7545000			9N		
						9N		
	7545000		7545000					
18000	-13500	18000	-13500			9N		
	137127		137127			9N		
	7652127 ~~7647127~~		7547127					
	997873 ~~902873~~		904737		6111			9,948 01
14	1050 00					9N	14	1,050 00
	8500 00 ~~8500 0~~ (+0.0%)		845189		6111			

DEPUTY STATE HIGHWAY ~~DIVISION~~ ENGINEER

Post-Final Prep.

Checked

RECEIVED
MAY 20 1971
FOR FILING

11-3466
7470

May 20, 1971

U. S. Fidelity and Guaranty Co.
319 S.W. Washington
Portland, Oregon 97204

Gentlemen:

A post-final payment for $1,050 will be made to Hemmer Construction Company on Contract No. 7470 for the Arlington Maintenance Station in Gilliam County as soon as the warrant is prepared.

The total amount paid on this contract will be $76,521.27 including the post-final payment. Of the total $1,971.27 is for force account.

Very truly yours,

Floyd Omery, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Hemmer Construction Company
13517 N. E. San Rafael
Portland, Oregon 97230

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
H. S. Coulter

RECEIVED
MAY 21 1971
FOR FILING

Meuser Construction Company

13517 N. E. San Rafael
Portland, Oregon 97230
Phone 252-3036

11-3406
7470

May 17, 1971

Mr. Floyd Query
Oregon State Highway Commission
Salem, Oregon 97310

Re: Contract No. 7470
Extension of Time

Dear Mr. Query:

Thank you for your letter of May 5, granting a 14-day extension. Before a final decision is reached, I would like to state the facts on why I feel an 18-day extension is justified.

Of course, the 14 days were spent in additionall labor enlarging the footings. This was under force account and I realize I had an opportunity to file for more labor costs under this at a later time. I did not file for this although I paid out 4 man days of labor backfilling footings 1A, 1B and 1C. The men had to hand-wheel this as we could not run equipment over the grease pit walls, consequently, it was a very slow and laboring task. This was filled between the grease pit and the walls and was approximately 5' deep x 5' wide x 40' long. All of this by wheel-barrow. I did not claim wages for these men because I felt that the 18-day extension would naturally be granted for other reasons.

Due to the extra work at the beginning of the job, we ran into bad weather conditions later. Prior to the stop work order and shortly after the resume work order, weather conditions were such that considerable time was lost due to hazardous ice covered scaffolding.

Therefore, I would appreciate your re-considering the request for extension of time.

Very truly yours,

Kenneth H. Meuser

Kenneth H. Meuser

KHM:em

5-21-71

Mr. Meuser,
I am sending your letter to Mr. Ivan Merchant, Bridge Engr, for further consideration.
F Query

RECEIVED
MAY 21 1971
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

RECEIVED
MAY 10 1971
FOR FILING

11-3406
7470

May 10, 1971

United States Fidelity & Guaranty Co.
319 S. W. Washington
Portland, Oregon 97204

Gentlemen:

On May 7, 1971, we wrote to you concerning release of final payment on Contract No. 7470 awarded to Mosser Construction Company for a maintenance building at Arlington Maintenance Station in Gilliam County.

Final payment on this contract is $3,775.88 and the total contract amount is $74,100.00, including $1,371.27 for work performed under force account.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc

cc Mosser Construction Company
13317 N. E. San Rafael
Portland, Oregon 97230

bc Frank Morgan
Ivan Merchant
H. S. Coulter
V. E. Skoog
Attn: John Herr

RECEIVED
MAY 7 - 1971
FOR FILING

11-3406
7470

May 5, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed March 3, 1971 on Contract No. 7470. The contract was with Messer Construction Company and was for a maintenance building on the Arlington Maintenance Section in Gilliam County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective May 5, 1971 and that you concur in this procedure at the Commission meeting on June 27, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
H. S. Coulter

VG:fw

RECEIVED
JUN 4 - 1971
FOR FILING

11-3406

7470

3M

May 5, 1971

Messer Construction Company
13517 N. E. San Rafael
Portland, Oregon 97230

Gentlemen:

The State Highway Commission at its meeting on May 4 considered your request for an extension of time of 18 days on Contract No. 7470 for the Arlington Maintenance Station in Gilliam County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission granted you a 14 day extension without assessment of liquidated damages.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem office.

Very truly yours,

Floyd Omery, Secretary
OREGON STATE HIGHWAY COMMISSION

bs F. D. Morgan
I. D. Marchant
V. E. Skoog
H. S. Coulter
H. H. VanCleave

RECEIVED
APR 5 - 1971
FOR FILING

11-3466
1470

April 2, 1971

Oregon State Highway Commission

Request for Extension of Time
No. 1
May 4, 1971 meeting

Gentlemen:

Hemmer Construction Company, contractor for the construction of the maintenance station at Arlington in Gilliam County, Contract No. 7A70, has requested that they be granted an additional 18 days in which to complete the contract work without assessment of liquidated damages. The contractor cites extra work and inclement weather as reasons for failure to complete the work on time.

The contract was awarded August 18, 1970, and allotted 100 calendar days to complete the work. This forecast a completion date of December 26, 1970. The work was completed March 3, 1971, with 118 calendar days charged. A stop work order was in effect during the period December 21, 1970, to February 9, 1971, due to extremely inclement weather. No calendar days were charged during this period.

The contractor's operations were delayed a total of 14 days in performing extra work due to a footing elevation change.

I recommend that the contractor be granted a 14-day extension without the assessment of liquidated damages and that he be assessed liquidated damages for the remaining four days consumed. This amounts to an assessment of $200.

This matter will be on the agenda for your consideration at the May 4 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
I. D. Merchant
F. D. Morgan
V. E. Skoog
L. H. Young
H. S. Coulter
CAG:ag fn

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7470 Contractor Meuser Construction Co.

Highway Columbia River

Section Arlington Maintenance Station

Kind of Work Building Construction.

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows: Contractor moved in and began excavating on September 4, and after all footings were dug it was decided to increase the footing size to 8' x 8' and excavate 2' below grade and backfill with pit run rock. Re-excavation of the footings started on Sept. 11; excavation and backfilling of the footings to the bottom of footing was completed and forms set and footings poured on Sept. 22; stripped, Sept. 23; grade beam area backfilled on Sept. 24.

The additional backfill required was done in conjunction with other work on the project.

I recommend that contractor be granted 14 calendar days.

Weather conditions from Nov. 21 thru Nov. 23 were not abnormal for this area as per Sec. 101.02 & 108.08(b)(1) Standard Specs. Recommend request for 3 days be denied.

Recommended for Approval:

E. O. Richardson
Asst. Division Engineer

Construction Engineer or Bridge Engineer

R. E. Johnson
State Highway Engineer

Contract No.	7470
Project designation	State / State-Federal
Date awarded	August 18, 1970
Work started	September 4, 1970
Per cent completed	100% Date 3-3-71
No. of Calendar Workdays Allowed	100
No. of Calendar Workdays Used	~~90~~ 118
No. of Added Workdays Requested	~~-7~~ 18

State Printing 37880

B-330 (Rev.)—6M—6-69

OREGON STATE HIGHWAY COMMISSION

RECEIVED
DEC 8 1970
BRIDGE DIVISION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date 11-30, 1970

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 100 days to 118 days, within which to complete our Contract No. 7470, without the assessment of liquidated damages. The said contract is described as follows:
ARLINGTON MAINTENANCE BUILDING - GILLIAM COUNTY.
The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: SEPT. 11 THROUGH SEPT. 24 (SEE ATTACHED LETTER DATED OCT. 6, 1970 TO H.N. VAN CLEAVE - RES. ENGINEER.)
NOV. 21 THROUGH NOV. 23 (SEE ATTACHED LETTER DATED NOV. 30, 1970 TO H.N. VAN CLEAVE - RES. ENG.)

Respectfully submitted,

MEUSER CONST. CO.
Contractor

By Kenneth W. Meuser

CONSENT OF SURETY

Date November 30, 1970

We, UNITED STATES FIDELITY AND GUARANTY COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact John D. Klumb, Jr.

(SEAL)

Resident Agent

11-3406
7470

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Arlington Maintenance Station	WEEK ENDING: April 3, 1971
		SECTION PREFIX: 11-3406
	HIGHWAY: Columbia River	COUNTY: Gilliam
NAME OF JOB: Arlington Maintenance Station	KIND OF WORK: Building Construction	
CONTRACTOR: Musser Construction Co.	CONTRACT NUMBER: 7470	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 18, 1970	DATE WORK STARTED: September 4, 1970	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 100	CALENDAR DAYS USED: 118
PROJECT AUTHORIZATION: $ 86,467.53	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 118%
EXCLUSIVE OF ENGINEERING: $ 78,915.78	ENGINEERING AUTHORIZATION: $ 7,551.75	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 0	ENGINEERING COST TO DATE: $ 8,550.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: %	DATE PROJECT WAS COMPLETED: March 3, 1971
		$50.00 engr. charges

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				M
MONDAY				B
TUESDAY				
WEDNESDAY				Jumsen 50
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity all week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project completed March 3, 1971

SIGNED R. J. Van Cleave LOCATION Pendleton

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

BPR 5216

RECEIVED
SEP 4 - 1970
FOR FILING

11-3406

7470

September 4, 1970

Meuser Construction Co.
13517 N.E. San Rafael
Portland, Oregon 97230

Gentlemen:

Enclosed are three copies of Contract No. 7470 for $75,517.50 awarded to you by the State Highway Commission on August 18, 1970. This contract is for the Arlington Maintenance Station Project in Gilliam County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin September 17, 1970.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosures

bc: F. D. Morgan
I. D. Merchant
R. N. Bothman
H. S. Coulter
H. N. VanCleave

RECEIVED
MAY 25 1970

OREGON STATE HIGHWAY DEPARTMENT

11 - 3406

WORK ORDER
MAINTENANCE OR BETTERMENT

7470

CLASS OF WORK

- ☐ MINOR BETTERMENT
- ☐ EXTRA GANG MAINTENANCE
- ☐ SECTION MAINTENANCE
- ☐ BRIDGE BETTERMENT
- ☐ BRIDGE MAINTENANCE
- ☒ BETTERMENT—BUILDINGS AND MISCELLANEOUS PROPERTY
- ☐ MAINTENANCE AND OPERATION—BUILDINGS AND MISC. PROPERTY
- ☐ PARKS—MAINT. AND BETTERMENT

PREFIX	DIVISION NUMBER	DISTRICT NUMBER	FOR THE YEAR	DATE SUBMITTED
11 - 3405	E	12	1970-71	May 12, 1970

HIGHWAY: John Day Highway

NAME OF SECTION, BRIDGE OR PARK: New Arlington Maintenance Station #9966

NAME, TYPE AND PURPOSE OF WORK: Design & Plans

FROM MILE POST:

TO MILE POST:

AUTHORIZATION (1ST, 2ND, 3RD, ETC.): 1st

DETAILED DESCRIPTION OF WORK AND ESTIMATE OF COST	FUNCTION	AMOUNT
Preparation of design and plans for new Maintenance Station	424	$1,500.

Orig: V. E. Skoog

cc: H. S. Coulter
G. W. Starkey
Ivan Merchant
G. D. Anderson

SUBMITTED BY G. D. Anderson
(BRIDGE, PARK OR DISTRICT MAINTENANCE SUPERINTENDENT)

DATE WORK TO START: _____ ESTIMATED DATE OF COMPLETION: _____

INSTRUCTIONS:
1. ORIGINATOR—Submits 3 copies to Division Engineer.
2. DIVISION ENGINEER—Sends original and 2nd copy to Auditor. Retains 3rd copy.
3. AUDITOR—Approves; retains original. Returns 2nd copy to Division Engineer.
4. DIVISION ENGINEER—Files 2nd copy and returns 3rd copy to Originator.
5. ORIGINATOR—Uses approved 3rd copy as his authority to perform work.

Descriptions, estimates and other information given on a revised order should cover work under previous authorizations as it is intended that the revised order will replace the previous one rather than serve as a supplement to it.

THE AUDITOR WILL MAKE THE FINAL DETERMINATION ON WHETHER CHARGES ARE TO BE MADE AGAINST MAINTENANCE OR BETTERMENT.

Estimated cost of work to be done under this order as per above estimate . . . _____

Amount previously authorized under this order . . . . . _____

Increase or decrease in authorization . _____

Recommended for approval: NOTED TOM EDWARDS
DIVISION ENGINEER

Approved:
AUDITOR

NOTES: A separate work order is to be submitted for each class of work.
This order does not constitute authority for expenditures until approved and returned.
NO CHARGES WILL BE MADE TO THIS WORK ORDER UNTIL IT HAS BEEN APPROVED BY THE AUDITOR.

7470

OREGON STATE HIGHWAY DIVISION
Maintenance Department

ESTIMATE FOR PROPOSED ARLINGTON MAINTENANCE STATION

(Contract Work)

1. Construct Maintenance Building: (121' x 40'±)

   Type - Concrete with LinTee roof

   Plan - 3 warm bays with grease pit and 4 equipment storage bays, septic tank & drain field

   Estimate - 4840 sq. ft. @ $16.00 (including 12-1/2% engr.) $77,440

(State Forces Work)

2. Construct Gas Pump Island and Building:

   2 - 5000 gal. tanks 5,000

3. City water hookup 1,000

4. Yard Fencing:

   2500 Lin. Ft. @ $3.00 7,500

5. Site Preparation:

   Excavation & embankment 20,000 cu. yds. @ $1.00 20,000

6. Yard Surfacing:

Base	2000 cu. yds	@ $3.00	$6,000	
A.C. Paving	1000 tons	@ $10.00	10,000	16,000

Estimated Total $126,940

70-71 Budget Item $85,000

Note: Anticipated expenditures for fiscal 69-70 (Grading, base rock, fencing, fuel tanks) $32,000

GDA:hl
4/30/70

26-3417 North Portland Maintenance Station, on N. Columbia Blvd. 1970

#7471

RECEIVED
JUL 1 - 1971
FOR FILING

26-3417
7471

June 30, 1971

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

A post-final payment for $152.38 will be made to Schubert Co., Inc., on Contract No. 7471 for a storage garage building at N. Portland Maintenance Station in Multnomah County as soon as the warrant is prepared.

The total amount paid on this contract will be $108,495.74, including the post-final payment. No force account work was performed on this contract.

Very truly yours,

Floyd Quaty, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Schubert Co., Inc.
9905 S. E. Lawnfield Road
Clackamas, Oregon 97015

bc Frank Morgan
Iwan Merchant
V. E. Skoog
Attn: John Herr
L. W. Rulien

RECEIVED
JUN 3 - 1971
FOR FILING

26-3417

7471

June 3, 1971

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On June 1, 1971, we wrote to you concerning release of final payment on Contract No. 7471 awarded to Schubert Co., Inc., for a storage garage building at N. Portland Maintenance Station in Multnomah County.

Final payment on this contract is $500 and the total contract amount is $108,343.36. No work was performed under force account.

Very truly yours,

Floyd Cuzzy, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Schubert Co., Inc.
9905 S.E. Lawnfield Road
Clackamas, Oregon 97015

bc L. W. Rullen
Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr

RECEIVED
JUN 1 - 1971
FOR FILING

21-3417
7471

May 28, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed May 11, 1971 on Contract No. 7471. The contract was with Schubert Company, Inc. and was for a storage garage building on the North Portland Maintenance Station Section in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that your accept the project effective May 28, 1971 and that you concur in this procedure at the Commission meeting on June 22, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
L. W. Rulien

VG:fw

26-3417
#7471

FINAL WEEKLY REPORT

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: North Portland Maintenance Station		WEEK ENDING: May 22, 1971
		SECTION PREFIX: 26-3417
HIGHWAY: - - - - - - -		COUNTY: Multnomah
NAME OF JOB: North Portland Maintenance Station	KIND OF WORK: Storage Garage Building	
CONTRACTOR: Schubert Company Inc.	CONTRACT NUMBER: 7471	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 18, 1970	DATE WORK STARTED: September 14, 1970	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 120	CALENDAR DAYS USED: 120
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 100%
PROJECT AUTHORIZATION: $ 120,283.49	ENGINEERING AUTHORIZATION: $ 9,534.33	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $ 110,704.16	ENGINEERING COST TO DATE: $ 9,248.30	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 108,645.74		DATE PROJECT WAS COMPLETED: May 11, 1971
ESTIMATED PERCENT: ~~Overrun~~ UNDERRUN 2 %	PERCENT OF AUTHORIZATION: 97%	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	Building							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 5-16	Rain Cool	0		Roofing
MONDAY 5-17	Cloudy Shrs	0		Decker, Bond, Walker, Boehme, Johnsen
TUESDAY 5-18	Cloudy Warm	0		
WEDNESDAY 5-19	Cloudy Shrs	0		
THURSDAY 5-20	Cloudy Shrs	0		
FRIDAY 5-21	Cloudy	0		
SATURDAY				

RECEIVED
MAY 21 1971
CONSTRUCTION
DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	No activity all week. All contract work completed May 11, 1971.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

All contract work completed on May 11, 1971

Semi-final submitted to the regional office on May 19, 1971.

Donald E Wackerbarth

SIGNED Donald E Wackerbarth LOCATION Beaverton

FOR E Rodriguez

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
SEP 3 - 1970
FOR ...

26-3417
7471

September 3, 1970

Schubert Co., Inc.
9905 S.E. Lawnfield Road
Clackamas, Oregon 97015

Gentlemen:

Enclosed are three copies of Contract No. 7471 for $105,937 awarded to you by the State Highway Commission on August 18, 1970. This contract is for a storage garage building at the North Portland Maintenance Station in Multnomah County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin September 16, 1970.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosures

bc: F. D. Morgan
I. D. Merchant
R. N. Bothman
L. W. Rulien
Enrique Rodriquez

7471.

OREGON STATE HIGHWAY DIVISION
Maintenance Department

ESTIMATE FOR PROPOSED NORTH PORTLAND MAINTENANCE STATION

(Contract Work)

1. Construct Maintenance Building: (166' x 40'±)

   Type - Concrete with LinTee roof

   Plan - 3 warm bays with grease pit and 7 bays for equipment storage

   Estimate - 6640 sq. ft. @ $16.00 (includes 12-1/2% engr.) $109,440

(State Forces Work)

2. Construct Gas Pump Island and Building:

   (2 - 5000 gal. tanks) Lump Sum 6,000

3. City sewer & water hookup 2,500

4. Yard Fencing:

   72" Chain Link fence - 2 gates
   1230 Lin. Ft. @ $3.00 3,690

5. Surface Drainage:

   18" Storm sewer pipe - 540' @ $7.00 $3,780
   4 Catch basins and 2 junctions 1,500 5,280

6. Yard Surfacing:

   Base rock 1400 cu. yds @ $3.00 $4,200
   A.C. Paving 1350 tons @ $10.00 13,500 17,700

Estimated Total $144,610

70-71 Budget Item $148,000

GDA:hl
4/30/70

4-3743 Fort Stevens State Park, W. of Astoria (Paving) 1970

#7472

RECEIVED
MAY 14 1971
FOR FILING

TOM McCALL
GOVERNOR

OREGON STATE HIGHWAY DIVISION

4-3743
7472

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 14, 1971

Mr. Jerry K. McCallister
MacDonald, Dean & McCallister
Attorneys at Law
Post Office Box 508
Astoria, Oregon 97103

Dear Mr. McCallister:

In accordance with the Order to Release and the authorization from Robert H. Rowland in the case of Sunset Crushed Rock Company vs. Robert H. Rowland, we will shortly mail you two State warrants totaling $9,811.66; $9,074.50 is for the sanding material furnished by Robert Rowland Enterprises under State purchase orders; $737.16 is for snow plow parts ordered from Robert Rowland Enterprises.

We were invoiced for these items by West Coast Alloys Company, but since they were ordered from Rowland and were received by us on December 21, 1970, we are advised by our attorneys that the garnishment applies.

We have deducted a two percent discount from all of these invoices in as much as we would have made payment within the qualifying time if the payments had not been garnished.

Very truly yours,

V. E. Skoog
Controller

By:
ORIGINAL SIGNED BY
D. B. TAYLOR

D. B. Taylor
Assistant Controller

DBT:bg
Attachments

cc: Floyd Query
Gordon Winchcomb

NOTED
FLOYD QUERY

RECEIVED
MAY 14 1971
FOR FILING

4-3743
7472

May 14, 1971

Macdonald, Dean & McCallister
Attorneys at Law
801 Commercial Street
Astoria, Oregon 97103

Attention: Jerry K. McCallister

Gentlemen:

This is to acknowledge receipt of your letter of May 12, 1971, concerning Sunset Crushed Rock Company vs. Robert H. Rowland and a garnishment which had been served for the account of Robert H. Rowland.

I checked with our Accounting Division and was advised that the garnishment had been filed in that office. Therefore, I am forwarding your letter, "the Order to Release", and the letter for disposition of funds to the Accounting Office, attention of Mr. D. B. Taylor.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:kl

bc D. B. Taylor

MACDONALD, DEAN & MCCALLISTER
ATTORNEYS AT LAW
801 COMMERCIAL STREET
P. O. BOX 508
ASTORIA, OREGON 97103

TELEPHONE 325-2511

A. W. NORBLAD (1881-1960)
ROBERT C. MACDONALD
LAWRENCE M. DEAN
JERRY K. MCCALLISTER
HAROLD A. SNOW

May 12, 1971

Mr. Floyd Query
Secretary
Oregon State Highway Commission
Oregon State Highway Building
Salem, Oregon 97310

RE: Sunset Crushed Rock Company, an Oregon corporation, plaintiff, vs. Robert H. Rowland, defendant
Clatsop County Case No. 28107

Dear Mr. Query:

You will recall that some time ago we, through the Marion County Sheriff's Office, served an attachment and notice of garnishment on your office regarding moneys which you were holding for the account of Robert H. Rowland, the defendant in the above captioned matter.

I want to advise you at this time that the case has been settled by the parties and in accord therewith I am enclosing to you the following documents: (1) an Order to Release which has been signed by the Clatsop County Clerk's Office and which directs you to release all funds under attachment pursuant to written direction from Robert H. Rowland. (2) I also enclose the document signed by Robert H. Rowland and prepared by his attorney, Mr. Olywn Kennedy of Portland, which directs that you disburse all moneys under attachment for the credit of Robert H. Rowland to our law firm. We would appreciate your making your check payable to our law firm to facilitate getting the funds properly disbursed.

If there is any question about this, please feel free to contact me directly for further confirmation.

Very truly yours,

MACDONALD, DEAN & McCALLISTER

Jerry K. McCallister

JKM/kj
Enclosures
cc: Mr. Olywn Kennedy

RECEIVED
MAY 1 1 1971
OREGON
STATE HIGHWAY COMMISSION

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF CLATSOP

SUNSET CRUSHED ROCK COMPANY, an Oregon corporation,

Plaintiff,

-vs-

ROBERT H. ROWLAND,

Defendant.

No. 28107

ORDER TO RELEASE

To: Floyd Query, Secretary,
Oregon State Highway Commission

BY ORDER OF THE CIRCUIT COURT FOR CLATSOP COUNTY, STATE OF OREGON, You are hereby directed to release to Macdonald, Dean & McCallister, attorneys for the plaintiff, pursuant to written direction from Robert H. Rowland, all sums of money attached in the above entitled case and held by you as garnishee, by virtue of a copy of writ of attachment and notice of garnishment served upon you in the above entitled Court.

WITNESS My hand and seal of said Court this 11 day of May, 1971.

MARY HAY, County Clerk and Clerk of the Circuit Court

By Paula T. Mayer
Deputy

TO: THE CLERK OF THE CIRCUIT COURT:
Plaintiff hereby requests that you issue the within release.

By Daryl McCallister
Attorney for Plaintiff

ORIGINAL

MACDONALD, DEAN & MCCALLISTER
ATTORNEYS AT LAW
801 COMMERCIAL STREET
ASTORIA, OREGON 97103
TELEPHONE 325-2511

Oregon State Highway Commission
Salem, Oregon 97310

Attention Mr. Floyd Query
Secretary

Gentlemen:

You are hereby authorized and directed to pay all sums now due to me and being held under an attachment issued by the Circuit Court of the State of Oregon for the County of Clatsop in the case entitled Sunset Crushed Rock Company vs. Robert H. Rowland, docket No. 28107, to Macdonald, Dean and McCallister, attorneys at law.

The matter in dispute between us has been settled and that law firm will disburse the proceeds in accordance with the settlement.

Dated at Portland, Oregon, this 11th day of May, 1971.

ROBERT H. ROWLAND

RECEIVED
FEB 10 1971
FOR FILING

4-3743

7472

February 10, 1971

Rathbone, King & Seeley
310 S. W. 4th Street
Portland, Oregon 97204

Gentlemen:

On February 2, 1971, we wrote to you concerning release of final payment on Contract No. 7472 awarded to Sunset Crushed Rock Company for work in Fort Stevens State Park in Clatsop County.

Final payment on this contract is $933.36 and the total contract amount is $25,108.43, including $161.65 for work performed under force account.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Sunset Crushed Rock Company
P. O. Box 948
Astoria, Oregon 97103

bc Frank Morgan
Ivan Merchant
R. D. Asbury
V. E. Skoog
Attn: John Herr

RECEIVED
FEB 2 - 1971
FOR FILE
4-3743
7472

January 29, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed November 4, 1970 on Contract No. 7472. The contract was with Sunset Crushed Rock Company and was for paving on the Fort Stevens State Park Section in Clatsop County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 29, 1971 and that you concur in this procedure at the Commission meeting on February 16, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
R. D. Asburry

VG:fw

RECEIVED
FEB 12 1971
FOR FILING

4-3743

7472

4

January 12, 1971

Stuart Crushed Rock Company
P. O. Box 948
Astoria, Oregon 97103

Gentlemen:

The State Highway Commission at its meeting on January 7 granted your request for a 5mm-day extension of time to November 4, 1970, thereby eliminating all liquidated damages on Contract No. 7472 for paving Fort Stevens State Park in Clatsop County.

Very truly yours,

Floyd Omary, Secretary
OREGON STATE HIGHWAY COMMISSION

Encl
cc F. D. Morgan
V. E. Skoog
R. D. Ashurry
Loren Usher

FORM E-90 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 16, 1970

SUBJECT: Contract No. 7472
Fort Stevens State Park
Request for Time Extension

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

Sunset Crushed Rock Company has requested a 4-day extension of the contract time on the subject project because of added work. This project covered paving on park roads and parking areas and had a specified completion date of October 31, 1970.

Except for minor corrective work and clean up, all contract bid items were completed October 27. The placement of 1,500 feet of PCC extruded curbing was added by Price Agreement and this added work was completed November 4, which is the actual completion date for the contract.

The requested extension is clearly justified and will eliminate 4 days liquidated damages in the amount of $200. The extension of time is recommended by both the Regional Engineer and the Resident Engineer. This was a State project.

A rough draft letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

NOTED
A. E. JOHNSON

JAB/VG:fw

Attachment

cc V. L. Gallagher

RECEIVED
DEC 16 1970
OFFICE OF
STATE HIGHWAY ENGINEER

SP 93478-734

RECEIVED
DEC 22 1970
FOR FILING

4-3743

7472

December 21, 1970

Oregon State Highway Commission

Request for Extension of Time
No. 4
January 5, 1971 meeting

Gentlemen:

Sunset Crushed Rock Company, contractor on the Fort Stevens State Park road and parking area improvement project in Clatsop County, Contract No. 7472, requests a four-day extension of the contract time. This would establish a new completion date of November 4, 1970.

The contract required that all work be completed by October 31, 1970, and all of the regular contract work was actually completed prior to that date. Added work involving construction of 1,500 feet of extruded curb was responsible for the four-day overrun.

I recommend that the contract time be extended to November 4, 1970, thereby deleting all liquidated damages which amount to $200. This was a State project.

This matter will be on the agenda for your consideration at the January 5 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
L. H. Young
V. E. Skoog
R. D. Asburry

JAB:VD:fw sr

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7472 Contractor Sunset Crushed Rock Inc.

Highway

Section Fort Stevens State Park

Kind of Work Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 4 day extension to November 4, 1970 because of extruded curb work which was added to the project by Price Agreement.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

for

State Highway Engineer

Contract No.	7472
Project designation	State (State-Federal)
Date awarded	8/18/70
Work started	10/8/70
Per cent completed	100% 11/4/70 (Date)
Specified Completion Date	10/31/70
Date Completed	11/4/70
Extension of completion Requested to	11/4/70

State Printing 51030

E—220 (Rev.)—5M—5-69

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date November 5, 1970

Gentlemen:

We, the undersigned, respectfully request an increase in the time from 10/31/70 to 11/4/70 within which to complete our Contract No. 7472, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Problem of scheduling and weather caused curb work project to be delayed.

Respectfully submitted,

SUNSET CRUSHED ROCK CO.
Contractor

By Donald M Wells President

CONSENT OF SURETY

Date ....., 19....

We, ...

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

.....
Attorney-in-fact

(SEAL)

.....
Resident Agent

4-3743
1472

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Fort Stevens State Park		WEEK ENDING: November 21, 1970
		SECTION PREFIX: 4-3743
HIGHWAY:		COUNTY: Clatsop
NAME OF JOB: Fort Stevens State Park	KIND OF WORK: Paving	
CONTRACTOR: Sunset Crushed Rock Co.	CONTRACT NUMBER: 7472	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 18, 1970	DATE WORK STARTED: ~~Oct. 8~~ Oct. 21, 1970	ESTIMATED COMPLETION DATE: Nov. 4, 1970
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: None SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED: 11
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: Oct. 31, 1970	PERCENT OF TIME ELAPSED: 107
PROJECT AUTHORIZATION: $29,815.80		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $27,211.80	ENGINEERING AUTHORIZATION: $2,604.00	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $25,725	Week ENGINEERING COST TO DATE: $2,408.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95
ESTIMATED PERCENT: ~~OVER~~ UNDERRUN 5.5%	PERCENT OF AUTHORIZATION 92 %	DATE PROJECT WAS COMPLETED: Nov. 4, 1970

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)		170 yds			2,350 tons
TOTAL QUANTITIES CORRECTED TO DATE		145 yds			2,250 tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		145 yds			2,250 tons
AVERAGE DAILY QUANTITIES		None			None
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME		Completed			Completed
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Rain			
TUESDAY	Rain			
WEDNESDAY	Rain			
THURSDAY	Rain			
FRIDAY	Rain			
SATURDAY				

Routing

RECEIVED
NOV 23 1970
CONSTRUCTION
DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
11-16 MONDAY	No work
11-17 TUESDAY	
11-18 WEDNESDAY	Semi-Final sent to Salem today.
11-19 THURSDAY	
11-20 FRIDAY	
SATURDAY	

REMARKS

SIGNED Leo Allen LOCATION Astoria

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

BP1F81A

RECEIVED
SEP 3 - 1970

4-3743
7472

September 3, 1970

Sunset Crushed Rock Co.
P. O. Box 948
Astoria, Oregon 97103

Gentlemen:

Enclosed are three copies of Contract No. 7472 for $25,840 awarded to you by the State Highway Commission on August 18, 1970. This contract is for paving in the Fort Stevens State Park in Clatsop County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is October 31, 1970.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosures

bc: F. D. Morgan
I. D. Merchant
David Talbot
R. D. Asburry
Loren Weber

29-3731 Nehalem Bay State Park, North of Tillamook (Paving) 1970

#7473

RECEIVED
JUN 23 1971
FOR FILING

29-3731

7473

June 22, 1971

Fireman's Fund Insurance Company
921 S. W. Washington Street
Portland, Oregon 97205

Attention: Fidelity and Surety Dept.

Gentlemen:

A post-final payment for $1,961.93 will be made to B and I Paving Company on Contract No. 7473 for paving in Nehalem Bay State Park in Tillamook County as soon as the warrant is prepared.

The total amount paid on this contract will be $156,162.92 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

Floyd Omery, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc B and I Paving Co.
407 Oak Street
Kelso, Washington 98626

Frank Morgan
Iwan Merchant
V. E. Skoog
Attn: John Kerr
R. D. Asbury

RECEIVED
JUN 2 - 1971
HIGHWAY DIV.

NOTED
A. E. JOHNSON

22-3751
7473

Salem, Oregon
May 28, 1971

MEMO TO THE FILES

RE: A. C. Penalty
Saddle Mountain Junction-Little
North Fork Nehalem River
Nehalem Bay State Park
Del Rey Beach

There has been considerable discussion on the asphalt concrete production as far as penalty for non-specification mix is concerned on the subject projects. The mix for all three projects was produced from one plant belonging to Roy L. Houck Sons' Corporation and set up on the Saddle Mountain project.

Three items of a nonspecification product were involved: they were moisture content, gradation and asphalt content. The main one in question involved asphalt content. Originally, the asphalt content was based on a daily basis using tank stickings to compute volume. Later it was determined that due to excessive slope in the tanks, the stick readings were of questionable accuracy and that the asphalt content as determined by rotorex testing methods was probably better.

Therefore, the computations were made basing on the rotorex determined quantities of asphalt. There was only a minor change in the Saddle Mountain and Del Rey projects in non-specification quantities of asphalt. There will be no change involved in these two jobs.

There was, however, quite a little change in the Nehalem project and the Resident Engineer is being advised by the Region to execute a revised Price Agreement to make the change.

On this date, Jim Houck, Jerry Wimer and I met and discussed the study of the re-computations and recommendations. Jim Houck apparently agreed and it is thought that this will final out these projects.

Jerry Wimer is writing a report also on this project.

John H. Walker
Field Construction Engineer

JHW:fw

cc: A. E. Johnson
R. D. Asburry

RECEIVED
JUN 2 - 1971
HIGHWAY DIV.
STATE OF OREGON

RECEIVED
APR 20 1971
FOR FILING

29-3731

7473

April 20, 1971

Firemen's Fund Insurance Co.
921 S. W. Washington Street
Portland, Oregon 97205

Gentlemen:

On April 6, 1971, we wrote to you concerning release of final payment on Contract No. 7473 awarded to B and E Paving Company for paving in Nehalem Bay State Park in Tillamook County.

Final payment on this contract is $3,354.91 and the total contract amount is $54,200.99. No work was performed under force account.

Very truly yours,

Floyd Young, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc B and E Paving Co.
407 Oak Street
Salem, Washington 98625

Frank Morgan
Ivan Hershner
V. E. Skeen
Attn: John Kerr
R. D. Asbury

Rec'd in To
APR 15 1971

29-3731

7473

NOTED ON CARD
4-15-71 KL

April 15, 1971

Bauer, Murphy, Bayless & Fundingsland
Attorneys at Law
612 Portland Building
425 S. W. Washington Street
Portland, Oregon 97204

Attention: Gary E. Rhoades

Gentlemen:

Thank you for your letter of April 9 advising us that the claim of Process, Inc., which was filed against B & K Paving Company should be reduced from the sum of $60,457.98 to $10,000.

Our records indicate that your claim was for labor, equipment rental and asphalt concrete furnished on the B & K Paving Company Contract No. 7473 for paving in Nehalem Bay State Park in Tillamook County.

This claim was filed with the Secretary of State on April 5, 1971, and was assigned his File No. 4593.

This information is being noted in our records and we will advise the surety and principal contractor.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
cc Fireman's Fund Insurance Company
B & K Paving Company

BAUER, MURPHY, BAYLESS & FUNDINGSLAND
ATTORNEYS AT LAW
612 PORTLAND BUILDING
425 S.W. WASHINGTON STREET
PORTLAND, OREGON 97204

HENRY BAUER
HENRY L. BAUER
EDWARD N. MURPHY
RICHARD V. BAYLESS
RON R. FUNDINGSLAND
GARY E. RHOADES

TELEPHONE
(503) 223-6113

OF COUNSEL: THADDEUS W. VENESS

April 9, 1971

Mr. Floyd A. Query
Secretary of Commissioners
State of Oregon
Highway Department
Salem, Oregon

Re: Procon, Inc. Notice of Claim
B & K Paving Company,
Contract No. 7473

Dear Mr. Query:

This letter is to advise that the claim filing in behalf of Procon, Inc. in the above entitled matter should be reduced from the sum of $60,457.98 to the sum of $10,000. Would you please see that B & K Construction Company and the Firemen's Fund Insurance Company are notified of this reduction in the amount of the claim.

Very truly yours,

Gary E. Rhoades

GER/bh
cc: Procon, Inc.
Mr. Harry R. Calbom, Jr.

RECEIVED
APR 1
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

RECEIVED
APR 5 - 1971
FOR FILING

29-3731
7473

April 5, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed November 11, 1970 on Contract No. 7473. The contract was with B & K Paving Company and was for paving on the Nehalem Bay State Park Section in Tillamook County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective April 5, 1971 and that you concur in this procedure at the Commission meeting on May 4, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Foster
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
R. D. Asburry

VG:fw

APR 14 1971

4593

FILED
APR - 5 1971
CLAY MYERS
SECRETARY OF STATE

OREGON STATE
HIGHWAY DIVISION

7473

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 2, 1971

Bauer, Murphy, Bayless & Fundingsland
Attorneys at Law
612 Portland Building
425 S. W. Washington Street
Portland, Oregon 97204

Attention: Garry E. Rheades

NOTED ON CARD
4-6-71 KL

Gentlemen:

This is to acknowledge receipt of your letter of March 29, 1971, and attached Notice of Claim of Frocon, Inc., stating that B & K Construction Company owes them for labor, equipment rental and asphalt concrete furnished in the amount of $60,457.98.

This appears to be in connection with the B & K Paving Company Contract No. 7473 for work in Nehalem Bay State Park in Tillamook County.

The Fireman's Fund Insurance Company furnished the performance bond on this contract. We will advise them of the receipt of this claim, and we will also forward it to the Secretary of State for filing.

Please advise this office when this claim has been paid.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Fireman's Fund Insurance Company
B & K Paving Company

bc Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

BAUER, MURPHY, BAYLESS & FUNDINGSLAND
ATTORNEYS AT LAW
612 PORTLAND BUILDING
425 S.W. WASHINGTON STREET
PORTLAND, OREGON 97204

HENRY BAUER
HENRY L. BAUER
EDWARD N. MURPHY
RICHARD V. BAYLESS
RON R. FUNDINGSLAND
GARY E. RHOADES

TELEPHONE
(503) 223-6113

OF COUNSEL: THADDEUS W. VENESS

March 29, 1971

Secretary of Commissioners
State of Oregon
Highway Department
Salem, Oregon 97308

Attention: Floyd A. Query

Dear Mr. Query:

Enclosed please find a Notice of Claim prepared in behalf of PROCON, Inc. pursuant to our telephone conversation on March 29th. Would you please see that the enclosed notice is properly filed.

Thank you for your assistance.

Very truly yours,

Gary E. Rhoades

GER/bh
Enclosure

REFERRED TO
Clerc
BY SECRETARY
3-31-71

RECEIVED
MAR 31 1971
OREGON
STATE HIGHWAY COMMISSION

January 28, 1971

TO: State of Oregon Highway Department
Secretary of Commissioners
Floyd A. Query
Salem, Oregon 97308

Notice hereby is given that the undersigned, PROCON, INC., an Oregon corporation, has a claim for labor, equipment rental, and 10,076.33 tons of asphalt concrete furnished by the undersigned in the sum of $60,457.98 dollars against the bond taken from B & K Construction Co. and the Fireman's Fund Insurance Co., for the work of Nehalem Bay State Park, Contract No. OSHD 7473.

PROCON, INC.

By Charles Coleman

Address: PO Box 642

Seaside, Or.

RECEIVED
MAR 1 1971
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 22 1971
FOR FILING

29-3231
7473

SP°62903-734

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

February 17, 1971

SUBJECT: Nehalem Park Paving
Contract No. 7473
Reduction in Price for
Non-spec A.C. Mixture

To:
Mr. R. D. Asburry
Regional Engineer
EAST SALEM HIGHWAY BUILDING

ATTENTION: Mr. G. W. Wimer

NOTED
A. E. JOHNSON

Per your letter of December 14, 1970 accompanying your regional certification, a reduction in price for the non-spec AC mixture accepted on this project has been computed. As this material was placed in conjunction with that on the Saddle Mountain project, Contract No. 7289, the same criteria was used.

The bid price on this project was $14.80 per ton including the asphalt. The price for non-spec gradation is therefore based on the assumption the asphalt price to be the same as for Contract No. 7289 and the bid price reduced accordingly. The total reduction in price for this project is $5,315.09 computed as follows:

(* Days with low asphalt content and excess moisture subject to 10 percent reduction.)

Date	Tonnage	Dry Mix	Deficiency	Tons Out	Reduction	Amount
10-8	973.72					
10-9	25.08					
10-13	1,305.79	Not considered				
10-14	979.50		+0.2% Moisture	979.50	$ 0.14	$ 137.13
10-15	1,655.22		+0.1% Moisture	1,655.22	0.07	115.86
10-19	971.54	908.39	+0.1% Moisture	971.54	0.07	68.01
			+6.1% 3/4"-1/4"	37.24	12.75	474.81
			-1.1% 1/4"-#10	10.00	12.75	127.50
10-20 *	881.52		-0.7% Asphalt			
			+0.2% Moisture	881.52	1.48	1,304.65
10-21 *	616.73		-0.3% Asphalt			
			+0.2% Moisture	616.73	1.48	912.76
			-0.8% #10-0			
10-26	540.68		-0.5% Asphalt			
			+0.5% Moisture	540.68	1.48	800.21
			+4.0% 3/4"-1/4"			
			-0.1% 1/4"-#10			
			-0.3% #10-0			

Date	Tonnage	Dry Mix	Deficiency	Tons Out	Reduction	Amount
10-27 *	696.44		-0.2% Asphalt +0.3% Moisture +2.5% 3/4"-1/4" -0.4% #10-0	696.44	$ 1.48	$1,030.73
10-28	643.50		+0.5% Moisture	643.50	0.35	225.22
10-29	79.87		-0.3% Asphalt +0.4% Moisture	79.87	1.48	118.21
				Total		$5,315.09

A price agreement for this amount is recommended and is to be processed through your office with the contractor.

F. D. Morgan
Construction Engineer

By M. D. Glenn

M. D. Glenn
Quality Control Engineer

MDG:fw

cc: A. E. Johnson
F. D. Morgan
John Jenkins

RECEIVED
FEB 18 19[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 26 1971
FOR FILING

4574

FILED
JAN 21 1971
CLAY MYERS
SECRETARY OF STATE

RECEIVED
JAN 21 8 43 AM '71
CLAY MYERS
SECRETARY OF STATE

C

TOM McCALL
GOVERNOR

OREGON STATE HIGHWAY DIVISION

27-3731

HIGHWAY BUILDING • SALEM, OREGON • 97310

RECEIVED
JAN 22 1971
OREGON
STATE HIGHWAY COMMISSION

January 20, 1971

Mr. Geo. P. Winslow
P. O. Box 351
Tillamook, Oregon 97141

NOTED ON CARD
1-26-71 RL

Dear Mr. Winslow:

We have received your letter of January 7 on behalf of Donald Smith, owner of Nehalem Bay Ready-Mix Company, stating that O. K. Schneider Concrete Company owes your client for concrete in the amount of $1,315.50.

You state this is in connection with our Contract No. 7473 awarded to B and K Paving Company for paving in Nehalem Bay State Park in Tillamook County.

The performance bond on this contract was furnished by Fireman's Fund Insurance Company. We will advise the surety of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

As requested, we are attaching a copy of the Contract and Performance Bond.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

cc B and K Paving Co.
Fireman's Fund Ins. Co.
Donald Smith

Commissioners

Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

LAW OFFICES

GEO. P. WINSLOW

312 LAUREL AVE.

TILLAMOOK, OREGON

97141

January 7, 1971

State Highway Commission
Salem, Oregon 97310

Re: Prime Contract No. 7473
Nehalem Bay State Park

Gentlemen:

I represent Donald Smith, the owner of the Nehalem Bay Ready-Mix Company.

Mr. Smith informs me that he delivered concrete for curbing which was used by subcontractor O.K. Schneider Concrete Company and that the amount owing and unpaid is $1,315.50. That attempts to contact subcontractor have failed although several statements have been sent.

The prime contractor is B & K Paving Company of Kelso, Washington.

Mr. Smith informs me that he talked with your Florry Query yesterday by phone and that Mr. Query suggested that a letter demanding payment be written to the Commission and that is one of the purposes of this letter.

It is assumed that the prime contractor has posted a bond. Unless this matter can be promptly taken care of through your department, I would like to have you furnish me a copy of bond so that proper legal action may be taken.

Mr. Smith has full records in reference to this matter and may be contacted by anyone interested in reference to this matter. His post office address is Manzanita, Oregon, P. O. Box 203, and his home telephone number is 368-5897.

I request that you give me all the information you can about this matter as early as possible. Send a copy to Mr. Smith.

Very truly yours,

Geo. P. Winslow

GW:bb
cc: O.K.Schneider Concrete Co.
cc: B & K Paving Co.
cc: Donald Smith

SEATTLE NORTHWEST CHAPTER, INC.

SUBCONTRACTOR'S AFFIDAVIT OF PAYMENT OF LABOR AND MATERIALS

STATE OF WASHINGTON }
COUNTY OF Clatsop } ss.

The undersigned, being first duly sworn on oath, deposes and says:

1. (a) That he is:.....(Pres. or other title) of.....(Name of Corporation),

the corporation having its principal place of business at.....(Address)

(b) A member of a partnership doing business under the name and style of.....(Name of Partnership)

....., with its principal place of business at.....(Address),

and that he is duly authorized to act for said partnership.

(c) Engaged in doing business under his own name or the name of O.R. Schneider (Name of Subcontractor),

at [illegible], Portland, Oregon 97213

2. That said O.R. Schneider (Name of Subcontractor), subcontractor, is constructing for

S & K Paving Company (Contractor), the following: (Description of work)

Extruded Concrete Curb

on the real property described as follows: (Legal description)

Nehalem Bay State Park Contract # 7473

3. That as of this date all persons, firms and corporations furnishing labor and/or materials in connection with the above-described construction, at the request of and for and on behalf of the sub-contractor described above, have been paid in full, and no person, firm or corporation, who has furnished labor and/or materials to the subcontractor herein for the above-described construction is in a position to file a claim or lien against said construction or the real property described herein, or the contractor's bonds, or the retained percentage of the contract, for labor or materials, except as follows (none, unless otherwise stated):

4. That there are no municipal, state or federal charges, levies or taxes, unpaid or delinquent, which constitute an encumbrance, claim or lien against said construction, or said real property, or the contractor's bond, or the retained percentage of the contract.

5. That this affidavit is made by the undersigned with a full understanding of the facts as set forth herein, and for the purpose of inducing the contractor to make payment to the subcontractor on the assurance that there are no liens, claims or encumbrances, under the subcontract, which may in any way reflect against the contractor or the owner of the premises.

.....

SUBSCRIBED AND SWORN TO before me this 2nd day of [illegible], 19.....

.....

NOTARY PUBLIC in and for the State of Washington,

residing at.....

RECEIVED
FEB 12 1971
FOR FILING

29-373
7473

#2

January 12, 1971

B and K Paving Co.
107 Oak Street
Salem, Washington 97301

Gentlemen:

The State Highway Commission at its meeting on January 7 granted your request that the completion date be extended to November 11, 1970, without assessment of liquidated damages, on Contract No. 7473 for paving in Beaches Bay State Park in Tillamook County.

Very truly yours,

Floyd Oery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc P. D. Morgan
V. E. Stacy
R. D. Asbury
Vernon Shull

FORM 8-80 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 14, 1970

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

SUBJECT: Nehalem Bay Park Paving
Contract No. 7473
Request for Time Extension

B & K Paving Company, contractor on the subject project, requests an 11-day extension of the contract time or to a new completion date of November 11, 1970. The completion requirement on this project was by the specified date of October 31, 1970.

All the regular contract work was done by that time. Price Agreement No. 1 added 4,800 feet of extruded curb and it was this late Price Agreement work which delayed completion of the project until November 11. Liquidated damages would accrue at the rate of $100 per day for this 11 days.

Because of the added work, we recommend that the contract time be extended to November 11 as requested. The Resident Engineer and Regional office concur.

This was a State project. A rough draft letter to the Highway Commission is enclosed.

F. D. Morgan
Construction Engineer

By

John A. Bond
Construction Administration Engineer

JAB:fw
Enc.
cc V. L. Gallagher

RECEIVED
DEC 15 1970
OFFICE OF
STATE HIGHWAY ENGINEER

SP 52475-734

RECEIVED
DEC 17 1970
FOR FILING

29-3731
7473

December 17, 1970

Oregon State Highway Commission

Request for Extension of Time
No. 2
January 5, 1971 meeting

Gentlemen:

B & K Paving Company, contractor on the Nehalem Bay Park paving project, Contract No. 7473 in Tillamook County, has requested that the contract completion date be extended to November 11, 1970. This would be an 11-day extension because of the addition of extruded curb work at a late stage of the project.

The regular contract work was all completed prior to the required date. The curb work added by Price Agreement justifies the 11-day extension, which would delete all liquidated damages (which accrue at the rate of $100 per day) on this project. This was a State project.

This matter will be on the agenda for your consideration at the January 5, 1971 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
L. H. Young
V. E. Skoog
R. D. Asburry

JAB:fw sr

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7473 Contractor B & K Paving

Highway

Section Nehalem Bay State Park

Kind of Work Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows: The only work performed under the contract after the specified October 31, 1970 date of completion was construction of an extruded curb under price agreement. Such extra work according to the contract's specifications is basis for granting of a time extension. The curbs were completed November 11, 1970. Extension of the contract time to that date is recommended.

Recommended for Approval:

Regional ~~Division~~ Engineer

~~Engineer~~ Construction Engineer or ~~Bridge Engineer~~

~~Assistant~~ State Highway Engineer

Contract No.	7473
Project designation	State (State-Federal)
Date awarded	August 18, 1970
Work started	October 8, 1970
Per cent completed	100 November 11, 1970 (Date)
Specified Completion Date	Oct. 31, 1970
Completion Date	November 11, 1970
No. of Added Workdays Requested	12

B-220 (Rev.)—SM—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date November 17, 1970

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 10-31-70 days to 11-12-70 days, within which to complete our Contract No. 7473, without the assessment of liquidated damages. The said contract is described as follows:

Paving Siuslaw Bay State Park

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

We are asking for this additional time because of the addition of 4530 lineal feet of Extruded Concrete Curb, which was not in the original contract.

Respectfully submitted,

B & E Paving Company
Contractor

By Gus Bergquist
Gus Bergquist

CONSENT OF SURETY

Date November 23, 1970

We, FIREMAN'S FUND INSURANCE COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Paul S. Magnuson
Attorney-in-fact
PAUL S. MAGNUSON

(SEAL)

Donald J. Hitchcock
Resident Agent
DONALD J. HITCHCOCK

E. W. Ramsdell
E. W. RAMSDELL, Assistant Agent

29-3731 7473

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Nehalem Bay State Park	WEEK ENDING: Nov. 28, 1970
		SECTION PREFIX: 29-3731
	HIGHWAY:	COUNTY: Tillamook
NAME OF JOB: Nehalem Bay State Park	KIND OF WORK: Paving	
CONTRACTOR: B & K Paving	CONTRACT NUMBER: 7473	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: Aug. 18, 1970	DATE WORK STARTED: Oct. 8, 1970	ESTIMATED COMPLETION DATE: Nov. 11, 1970
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 172,179.50	SPECIFIED COMPLETION DATE: Oct. 31, 1970	PERCENT OF TIME ELAPSED: 115
EXCLUSIVE OF ENGINEERING: $ 158,526.50	ENGINEERING AUTHORIZATION $ 13,653.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 159,516.08	ENGINEERING COST TO DATE $ 10,900.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN 0.6 %	PERCENT OF AUTHORIZATION 79.8 %	DATE PROJECT WAS COMPLETED: Nov. 11, 1970

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			100				100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)		770 sy			9,700 ton
TOTAL QUANTITIES CORRECTED TO DATE		640			10,076
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		640			10,076
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-Final completed and mailed to Region Office Nov. 27, 1970.

This is the final report.

SIGNED Vernon E. Shull LOCATION Seaside

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

RECEIVED
AUG 24 1970
FOR PUBLIC 3

29-3731
7473

August 19, 1970

B and K Paving Co.
Box 240
Kelso, Washington 98626

Gentlemen:

The State Highway Commission on August 18, 1970, awarded to you State Highway Contract No. 7473 in the amount of $151,400 for paving Nehalem Bay State Park in Tillamook County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Oxley, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fhm
cc Frank Morgan
I. D. Merchant

David Talbot
R. D. Asbury
Vernon Shull
Wm. Seibel (SAIF)

I-205-7(18) West Linn Interch. Sec., of 1970
298 E. Ptld. Frwy., at W. Linn Br. over
#7474 Willamette R. (Roadside improve.)

STATE COPY

7474

cc: CSHD (A E Johnson)
Region
Wash DC
Area Engr Bryant

4-16-73

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	10	Clackamas	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
4-16-73	P. E. O'Neil, Asst Area Engineer	I-205-7(18)298

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
11-24-72	11-30-72	100 %	5-31-71

APPROVED EXTENSIONS	LOCATION
3 days	The West Linn Interchange at the westerly end of the new Willamette River Bridge between Oregon City and W.Linn.

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.
There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

RECEIVED STATE HWY ENGR APR 25 73 REFER TO FOR Info Inves R/D D/R Sign Act File

COPY SENT
APR 24 1973
AL OFFICE

4-25-73 Copies of Voucher

WEST LINN INTERCHANGE
EAST PORTLAND FREEWAY
Landscaping

This project provided for the landscaping of the West Linn Interchange and consisted of furnishing and planting of trees, shrubs, and vines; furnishing and placing topsoil; furnishing and placing sod; and installation of an irrigation system.

The original plantings were satisfactorily completed on June 11, 1971. The replacement plantings following the establishment period were completed on December 1, 1971 except for the lawn areas. The lawn areas were completed on November 24, 1972. All contract work was completed on July 1, 1971 at which time the contractor had overrun his contract time by 32 days. Liquidated damages were assessed for 29 days with an approved time extension for the other 3 days because of extra work.

The final cost of the contract items was $52,147.45, an underrun of 1.5%. The total cost of the project including engineering and contingencies was $68,899.76, an underrun of 3.8%. The resident engineer has satisfactorily explained all overruns and underruns. All of the required supporting documents have been submitted and acceptance of this project is recommended.

NOTED
U. S. COULTER

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE: /s/ P. E. O'Neil P. E. O'Neil for W. H. Bryant	DATE: 4-18-73	SIGNATURE: Original Signed By VERNON V. CUSACK Assistant Division Engineer Vernon V. Cusack	DATE: 4-24-73
TITLE		TITLE	

Form PR 33-E (Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

7474

April 11, 1973

TO V. V. Cusack, Acting Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

Federal-aid Project
No. I-205-7(18)298

SUBJECT Request Federal-aid Project Acceptance

Contract 7474, Work Completed November 24, 1971

Project West Linn Interchange

Highway East Portland Freeway

County Clackamas

Acceptance: State Highway Commission November 30, 1972

Federal Highway Administration November 22, 1972

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498
Contractor Wage Certification

JK:dg

Attachment

cc V. E. Skoog

7674 STATE COPY

MONTHLY TRANSACTION NUMBER 2-9	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER 9	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 1-29-73	COUNTY Clackamas
MODIFICATION NUMBER 2		PROJECT NUMBER I-205-7(18)298

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 22, 1970, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 62,219	$ 70,623
Federal Funds	$ 57,400	$ 65,000
Other revisions		

This modification is made for the following reasons:

Increase in cost of approved price agreement

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 29th day of January, 1973.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. L. Young for E. Stadter

Asst. State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Engineer)
G. L. Green

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used. GPO 915-669

Oregon State Highway Division

Federal Aid
Project No. I-205-7(18)298

WEST LINN INTERCHANGE SECTION

EAST PORTLAND FREEWAY IN CLACKAMAS COUNTY

Salem, Oregon, January 23, 1973

Revised Project Agreement Estimate.

Type Code Y003
Roadside Improvement (Sta. 733+90 to Sta. 744+00)

Subtotal on previous estimate of August 14, 1972			$ 56,563.09
Previous estimate			
Lawn construction	1.5 acres	1,800.00	$ 2,700.00
Present estimate			
Lawn construction	Deleted	---	---
P.A. 6 Substitute Sod Lawn	Lump Sum		$ 10,340.00
	Increase		$ 7,640.00
	Subtotal		$ 64,203.09
	10% Engr. & Cont.		6,419.91
	Total		$ 70,623.00

Length of Project - - - - - - - - - - - - -0.0 mile

Federal Funds - - - - - - - - - - - - - - -$ 65,000.00
State Funds - - - - - - - - - - - - - - - - 5,623.00

Total - - - - - - - - - - - - - - -$ 70,623.00

Group 1 - 100%

Contract No. 7474

Prefix: 603-1011

7474

STATE COPY

5

MONTHLY TRANSACTION NUMBER 8-59	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER 7	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 8-17-72	COUNTY Clackamas
MODIFICATION NUMBER 1		PROJECT NUMBER I-205-7(18)298

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 22, 1970, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 59,474	$ 62,219
Federal Funds	$ 54,870	$ 57,400
Other revisions		

This modification is made for the following reasons:

Additional approved extra items of work.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 17th day of August, 19 72.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. J. Bennett

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
Acting (Division Engineer)
for G. L. Green

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 915-469

Oregon State Highway Division

Federal Aid
Project No. I-205-7(18)298

WEST LINN INTERCHANGE SECTION

EAST PORTLAND FREEWAY IN CLACKAMAS COUNTY

Salem, Oregon, August 14, 1972

Revised Project Agreement Estimate.

Type Code Y003
Roadside Imrpovement (Sta. 733+90 to Sta. 744+00)

Subtotal on previous estimate of September 17, 1970		$54,067.85
Additional Approved Items		
P.A. #1 Additional Preparation & Establishment Work	Lump Sum	$ 2,000.00
EWO 3 Furnish Electrical Power Source	All Required	495.24
		$ 2,495.24
	Subtotal	$56,563.09
	10% Engr. & Cont.	5,655.91
	Total	$62,219.00

Length of Project - - - - - - - - 0.0 mile

Federal Funds -	$57,400.00
State Funds -	4,819.00
Total	$62,219.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7474

Prefix 603-1011

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	STATE
9-65		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
3	*(PPM 21-7)*	Clackamas
	9-22-70	PROJECT NO. I-205-7(18)298

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

West Linn Interchange Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-12-70	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 92.26%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 59,474	$ 54,870

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By _____
(Division Engineer)

For R. E. Simpson

Date executed by Division Engineer SEP 22 1970

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds.

(b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, up-

Oregon State Highway Division

Federal Aid
Project No. I-205-7(18)298

WEST LINN INTERCHANGE SECTION

EAST PORTLAND FREEWAY IN CLACKAMAS COUNTY

SALEM, OREGON, SEPTEMBER 17, 1970

Project agreement estimate.

Type Code Y003
Roadside Improvement (Sta. 733+90 to Sta. 744+00)

Temporary Protection and Direction of Traffic	All Required		$ 1,000.00
Furnishing and Placing Topsoil	600 cu.yds.	3.75	2,250.00
Furnishing and Planting Trees	50 only	15.00	750.00
Furnishing and Planting Shrubs	2,100 only	3.75	7,875.00
Furnishing and Planting Vines	29,000 only	0.38	11,020.00
Inorganic Fertilizer 22-16-8	110 cwt.	12.00	1,320.00
Bark Mulch	150 units	35.00	5,250.00
Mushroom Compost	450 cu.yds.	6.50	2,925.00
Lawn Construction	1.5 acres	1,800.00	2,700.00
Seed Mixture	240 lbs.	0.75	180.00
1/2-inch Water Pipe	450 lin.ft.	0.48	216.00
3/4-inch Water Pipe	2,100 lin.ft.	0.55	1,155.00
1-inch Water Pipe	2,300 lin.ft.	0.60	1,380.00
1 1/4-inch Water Pipe	2,500 lin.ft.	0.75	1,875.00
1 1/2-inch Water Pipe	870 lin.ft.	0.88	765.60
2-inch Water Pipe	1,100 lin.ft.	1.00	1,100.00
2 1/2-inch Water Pipe	600 lin.ft.	1.20	720.00
3-inch Water Pipe	870 lin.ft.	1.75	1,522.50
3-inch Galvanized Steel Water Pipe	225 lin.ft.	3.50	787.50
2 1/2-inch Gate Valves	4 only	84.00	336.00
3/4-inch Globe Valves	5 only	6.00	30.00
1 1/4-inch Globe Valves	1 only	15.00	15.00
1 1/2-inch Globe Valves	2 only	18.00	36.00
1 1/4-inch Manual Section Valves	2 only	18.00	36.00
1 1/2-inch Manual Section Valves	1 only	20.00	20.00
1 1/4-inch Automatic Section Valves	2 only	46.00	92.00
1 1/2-inch Automatic Section Valves	14 only	50.00	700.00
3/4-inch Quick-coupling Hose Valves	70 only	8.00	560.00
2-inch Reduced Pressure Backflow Preventer	1 only	1,200.00	1,200.00
2-inch Pressure Reducing Valves	1 only	195.00	195.00
Pop-up Rotary Sprinkler Heads	50 only	36.00	1,800.00
Pop-up Nonrevolving Sprinkler Heads	30 only	6.00	180.00
Shrubbery Sprinkler Heads, Stream Spray	45 only	3.75	168.75
Shrubbery Sprinkler Heads, Hi-pop Stream Spray	30 only	6.00	180.00

Agricultural Rotary Sprinkler Heads	55 only	17.50	$ 962.50
6-section Automatic Controllers	1 only	800.00	800.00
10-section Automatic Controllers	1 only	800.00	800.00
			$ 52,902.85
Flagging (60% of Contractor's Cost)	All Required		$ 100.00
Water Meter	All Required		300.00
Water Use	All Required		765.00
			$ 1,165.00
	Subtotal		$ 54,067.85
	10% Engr. & Cont.		5,406.15
	Total		$ 59,474.00

Length of Project - - - - 0.00 Mile

Federal Funds -	$ 54,870.00
State Funds -	4,604.00
Total	$ 59,474.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

G - 1 - 100%

Contract No.: 7474

Prefix: 603-1011

RECEIVED
DEC 8 = 1971
FOR FILING

7474

December 6, 1971

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On December 3, 1971, we wrote to you concerning release of final payment on Contract No. 7474 awarded to Aichele Landscaping, Inc., for roadside improvement on the West Linn Interchange Section of the East Portland Freeway in Clackamas County.

Final payment on this contract is $4,620.36 and the total contract amount is $62,825.13 including $391.97 for work performed under force account.

Very truly yours,

C. W. Read, Secretary
OREGON STATE HIGHWAY COMMISSION

bs

cc Aichele Landscaping, Inc.
11360 S. E. Stevens Road
Portland, Oregon 97266

bc C. T. Hansey
Walt Hart
V. E. Skeen
Attn: W. L. Hemmer
L. W. Sullam

STATE COPY

FORM PR-338
(REV. 3-68)

10-3-72

cc: OSHD (A E Johnson)
Region
Washington, DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS cst

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

(Check appropriate box) ☐ Project Stage Inspection ☒ Final Inspection

Region No.	Report No.	County	Division
10	7414 2	Clackamas	Oregon

Date of Inspection	Inspection Made By	Project No.
10/3/72	W. N. Bryant, Area Engineer	I-205-7(18)298

In Company With: A. Harwood, Reg Constr Engr; Ray Olson, Landscape Engineer, OSHD.

Quality of Work	Progress of Work	Time Elapsed	Work Completed
Satisfactory	Unsatisfactory	112 %	100 %

Report to Include: (1) Scope of Inspection (2) Summary of Findings, Recommendations, and Action Taken.

*(*Not applicable for all Contracts.)*

COPY SENT

cy Const. 10-24-72

OCT 20 1972

WEST LINN INTERCHANGE
EAST PORTLAND FREEWAY
Landscaping

REGIONAL OFFICE NOTED
A. E. JOHNSON

All contract work was completed in reasonably close conformance with approved plans and specifications on December 1, 1971, except for the lawn areas. The two lawn areas were not properly maintained during the establishment period and due to excessive weed infestation were not accepted during the 12/1/71 final inspection. Since that time the contractor did make some very minimal effort to correct the situation but to no avail. In an effort to get an acceptable lawn area the contractor proposed the installation of a sod lawn in lieu of the specified planted lawn. As a result, price agreement #6, which provides for the deletion of Bid Item #9 Lawn Construction ($2,700) and the addition of Sod Lawn was approved on August 17, 1972 in the amount of $10,340. All work covered under PA #6 has been completed and acceptance of the project is now recommended.

RECEIVED
STATE HWY ENGR
OCT 24 '72
REFER TO
FOR
Info | Inves | R/D | DIR | Sign | Act | File

10-24-72
Johnson
cy young

REPLACES PR 33A 3-65, WHICH WILL NOT BE USED.

RECEIVED
SEP 7 - 1972

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING 7474 • SALEM, OREGON • 97310

DATE August 24, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Overrun in Project Authorization**
Contract No. 7474

An overrun in the project authorization on the West Linn Interchange Landscaping Section of the East Portland Freeway in Clackamas County, Contract No. 7474, is anticipated in the amount of $9,676.23, or 15.6 percent. Aichele Landscaping, Inc. is the contractor.

Because of problems encountered in establishing an acceptable planted lawn in this location, it was decided to abandon the planted lawn with no payment for it, and substitute a sod lawn. This substitution was made at an increased cost of $7,640. Sod lawns are more expensive to construct but have advantages of immediate good weed-free appearance, little chance of early erosion in sloping areas and better resistance to introduction of undesirable wild grasses.

I recommend that the project authorization be increased by $9,676.23 to a new total authorization of $71,583.92. The added cost is fully participating with Interstate federal funds.

This matter will be on the agenda for your consideration at the September 19 meeting.

bc: Floyd Query
George M. Baldwin
F. B. Klaboe
A. E. Johnson
V. E. Skoog
Gary Ross
C. T. Keasey
V. L. Gallagher

JAB:fw dps

FORM E-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 16, 1972

SUBJECT: Request for Increase in Project Authorization
West Linn Interchange (Landscaping)
Contract No. 7474

To: A. E. Johnson
Assistant State Highway Engineer

FROM: John A. Bond
Construction Administration Engineer

With the recent approval of Price Agreement 6 on this project, an overrun of the existing funding is expected on the order of 15.6 percent or $9,676.23. This Price Agreement covered the deletion of the planted lawn item as originally contracted and the substitution of a sod lawn which increased the lawn cost by $7,640. The necessity for an increase in funding was understood by all concerned when the Price Agreement was approved.

The contractor had planted the bid item lawn last fall, but did not get it satisfactorily established this summer. He is absorbing all the cost he had on the planted lawn and we will pay the fair negotiated price for the new sod lawn.

This is in a prominent place within the city of West Linn at the west end of the new bridge. The added cost is fully participating with Interstate Federal Funds. The new sod lawn will have only a two-week establishment, and if satisfactory at that time, the entire contract projec t can be accepted as completed.

A rough draft letter to the Highway Commission requesting this increase in authorization is attached.

JAB:fw
Enc.
cc V. L. Gallagher

RECEIVED
AUG 17 1972
O.
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

BP*52479-784

7474

Form E-372 (Rev. 12-70)

5

OREGON STATE HIGHWAY DIVISION

Expected Overrun of Project Authorization

Project West Linn Interchange Date August 16, 1972

Highway East Portland Freeway Contract No. 7474

County Clackamas Kind of Work Landscaping Contractor Aichele Landscaping

FA Project I-205-7(18)298

	Authorized	Estimated
Contract Amount	52,902.85	52,405.40
Anticipated Items	1,165.00	687.00
Contingency (4½%)	2,433.05	13,084.73
Engineering	5,406.79	5,406.79
Credits	Liquidated Damages	(2,175.00) Not included in total
PROJECT COST	61,907.69	71,583.92
	NET INCREASE $	9,676.23 OR 15.6%

APPROVED BY STATE HIGHWAY COMMISSION DATE 9-19-72 #9,676.23

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)		Expected Amount	Net Change
Top Soil (C)	P.A. 2	3,861.75	+1,611.75
Bark Mulch (C)		5,677.00	+ 427.00
Lawn Construction (C) deleted	P.A. 6	2,700.00	-2,700.00
1 1/2 inch water line (C)		1,016.40	+ 250.80
7 1/2 inch water line (C)		550.80	- 169.20
3 inch water line (C)		1,039.50	+ 252.00
Minor changes contract items (C)			- 169.80
Anticipated items		687.00	- 478.00
Additional planting area (U)	P.A. 1	+2,000.00	+2,000.00
Substitute Plants (U)	P.A. 4	- 99.32	- 99.32
Repair Conduit (U)		+ 51.01	+ 493.04
Power Source Controller (U)		493.04	300.00
Control Valve Cage (U)	SFO 3	300.00	+10,340.00
Change to Sod Lawn	P.A. 6 (U)	10,340.00	

Principal reasons for overruns (Continue on reverse side): Sod lawn to be used instead of planted lawn as per price agreement No. 6. Add planting area not called for under plans and increased top soil quantity bid item.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by Arvey Nelson
Resident Engineer

Noted by
Construction or Bridge Engineer

Confirmed by Al Harwood
Regional Engineer

Noted by
Deputy or State Highway Engineer

SP*00737-704

RECEIVED
JUN 22 1972

OREGON STATE HIGHWAY DIVISION

7474

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 20, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT

Extension of Time, Contract No. 7474
West Linn Interchange Section, I-205

Aichele Landscaping, Inc., contractor on the West Linn Interchange Section of the East Portland Freeway in Clackamas County, Contract No. 7474, has made a request for a 30-day extension of the contract time because of wet weather.

Bids were opened on this project September 3, 1970, with a specified completion date of May 31, 1972. After allowing for a summer stop work order during the unsuitable planting season, the project was actually completed November 24, 1971, with 32 days liquidated damages accrued at $75 per day, or a total of $2,400.

Ample time was available to perform the work and the weather variation were not so severe as to justify extension. However, two added work orders which increased the vine planting area and the quantity of topsoil justify a three-day extension.

This was a Federal-aid Interstate project and with the concurrence of the Federal Highway Administration, I have approved a three-day extension of time which will return $225 liquidated damages to the contractor.

This matter will be on the agenda for your concurrence at the June 27 meeting.

cc Floyd Query
George M. Baldwin
F. B. Klaboe
A. E. Johnson
C. T. Keasey
V. E. Skoog
L. H. Young
L. W. Rulien
V. L. Gallagher
Gary Ross
Gary Sund

JAB:fw ms

RECEIVED
JUN 20 1972
FOR FILING
7474

June 20, 1972

Aichele Landscaping, Inc.
11360 S. E. Stevens Road
Portland, Oregon 97266

Gentlemen:

Your request for a time extension of 30 days on Contract No. 7474 for work on the West Linn Interchange Section of the East Portland Freeway in Clackamas County, has been considered.

Careful consideration was given to the reasons you submitted. From the available facts and the provisions of the contract, an extension of three days is granted without assessment of liquidated damages. This is for work added by Price Agreements 1 and 2.

If there are pertinent pacts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem office.

Very Truly Yours,

George M. Baldwin
Administrator Of Highways

By ORIGINAL SIGNED
TOM EDWARDS

Tom Edwards
State Highway Engineer

bc: Federal Highway Administration
bbc: Floyd Ouery
A. E. Johnson
F. B. Klaboe
C.T. Keasey
L. W. Rulien
Arvey D. Nelson
L. H. YOung
V.L. Gallagher

RECEIVED
JUN 8 - 1972
FOR FILING

Form FHWA-121

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

2474

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: June 5, 1972

In reply refer to: 10-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(18)298
West Linn Interchange
Request for Time Extension

Mr. Johnson's May 24 letter requested an 11 calendar day extension for the subject project. Based on inspections of this project as it progressed, only a 3 calendar day extension is considered reasonable.

The 3 day extension is considered supported by Price Agreements No. 1 and 2 as follows:

P.A. No. 1 added irrigation and increased the area to be planted however it did not increase the number of plants. Although irrigation was added under this P.A. irrigation for the entire project due to deletions and field changes was within the plan quantity therefore no extra time should be allowed for the irrigation portion of P.A. No. 1. The same number of plants were to be planted thus not increasing labor time for planting. The only increase in time was for the preparation and placement of the bark dust. Two days extension is considered reasonable under P.A. No. 1.

P.A. No. 2 increased the topsoil by 400 cubic yards which the contractor placed intermittently with other work. This P.A. did not interfer with his planting schedule and only one day extension is considered reasonable.

6-8-72

Kleasy

cc Johnson

RECEIVED
JUN 7 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

RECEIVED
MAY 24 1972
FOR FILING
7474

May 24, 1972

TO Mr. R. E. Simpson, Division Engineer
Federal Highway Administration

FROM A. E. Johnson
Assistant State Highway Engineer

SUBJECT Request for Time Extension
West Linn Interchange (Landscaping)
Contract No. 7474
Oregon Project I-205-7(18)298

Aichele Landscaping, Inc. has requested a 30-day extension of the contract time because of wet weather. Some pertinent dates are:

Bids opened	September 3, 1970
Work started	November 3, 1970
Specified completion date	May 31, 1971
Stop work order in effect	July 1 to November 24, 1971
Project completed	November 24, 1971

32 days liquidated damages accrued at $75 per day = $2,400

The Resident Engineer has prepared a detailed chart of the job progress and rainfall accumulation month by month. The weather was not so unusual as to justify extension of time. For six months of the contract time, the rainfall accumulations were near normal.

This project covered planting and an irrigation system in a compact area around the West Linn Interchange. Although ample time was allowed for completion of a project of this size (the contract amount was $52,903), two significant price agreements were added late in the contract time which I believe do justify some time extension.

Price Agreement No. 1, dated April 26, 1971, added about an acre of vine planting and extended the irrigation system. This was a 50 percent increase from the contract vine planting area and was added only about a month before the specified completion date.

Price Agreement No. 2, dated May 11, 1971, added about 400 cubic yards of topsoil. This contributed to a 72-percent overrun in the topsoil item and was also in the last month of the time allowed.

The contractor worked on the Price Agreement 1 work on 13 separate days from May 5 through June 3. Considering the late stage of the project when Price Agreements 1 and 2 were added, I recommend extension for one-half of these 13 days plus an additional one and one-half days for the topsoil overrun. This makes a total of eight days which should be expanded by seven-fifths, or a total of 11 calendar days. This would delete about one-third of the liquidated damages leaving 21 days or $1,575 in effect.

May we have your concurrence in this extension.

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
C. T. Keasey
V. L. Gallagher
L. W. Rulien

JAB:fw/AEJ:ja

FORM E-20 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 22, 1972

SUBJECT: Request for Time Extension
West Linn Interchange (Landscaping)
Contract No. 7474

To: A. E. Johnson
Assistant State Highway Engineer

FROM: John A. Bond
Construction Administration Engineer

Aichele Landscaping, Inc. has requested a 30-day extension of the contract time because of alleged "continuous rainstorms". You will note the contractor's request was prepared over a year ago before the specified completion date. This contractor held two adjacent projects. The Region office transmittal explains that this request had been held because the contractor had indicated he would be submitting a revised request. He did so on the other project (Contract 7475), but did not do so on this one and the principal in the firm has since passed away. Some pertinent dates are:

Bids opened	September 3, 1970
Work started	November 3, 1970
Specified completion date	May 31, 1971
Stop work order in effect	July 1, 1971 to November 24, 1971
Project completed	November 24, 1971

32 days liquidated damages accrued at $75 per day = $2,400.

The field has prepared a detailed chart on the job progress and rainfall accumulation month by month. The weather was not so unusual as to justify extension of time. This project covered planting and irrigation system in a compact area around the West Linn Interchange. Although ample time was allowed for completion of a project of this size (the contract amount was $52,903), which probably accounts for the contractor's late start, during the progress of the project in 1971, three significant price agreements were added which I believe do justify some time extension.

Price Agreement No. 1, dated April 26, 1971, added about an acre of vine planting and extended the irrigation system. This was a 50 percent increase from the contract vine planting area and was added only about a month before the specified completion date.

Price Agreement No. 2 dated May 11, 1971 added about 400 cubic yards of topsoil. This contributed to a 72-percent overrun in the topsoil item.

Price Agreement No. 5 dated December 5, 1971 added $1,500 for planting one-third acre extra at an unplanned location. This was apparently the very last work done under the contract, but no time was charged while it was performed, so it should not enter into our considerations for extension here.

You will note the Region recommends only 4 days time extension due to added orders. Considering the late stage of the project when Price Agreement No. 1 was added, I would recommend extension for one-half of the 13 days on which some PA 1 work was actually performed. I would recommend an additional 1-1/2 days for the topsoil overrun. You will note the Resident Engineer attributes "possibly 1 day" delay to this reason.

This makes a total of 8 days, which should be expanded by 7/5ths, or 11 calendar days. This would delete about one-third of the liquidated damages leaving 21 days or $1,575 in effect.

This was an Interstate project. A rough draft letter to FHWA is attached.

JAB:fw
Enc.
cc V. L. Gallagher

B—210 (Rev.)—3M—5-69

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

OREGON STATE HIGHWAY DEPARTMENT
RESIDENT BRIDGE ENGINEER
RECEIVED
JUN 18 1971
FILE:

Oregon State Highway Commission
Salem, Oregon

Date April 20, 19 71

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from ..... days to ..... days, within which to complete our Contract No. 7474, without the assessment of liquidated damages. The said contract is described as follows:
Completion date May 31, 1971 - extended to June 30, 1971.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Continuous rainstorms have created impossible work conditions and would like to request a time extension of thirty (30) days to complete the above contract.

Respectfully submitted,

AICHELE LANDSCAPING, INC.
Contractor

By Sol Aichele PRESIDENT

CONSENT OF SURETY

Date April 26, 19 71

We, UNITED PACIFIC INSURANCE COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Emma M. Kemp
Attorney-in-fact
Emma M. Kemp

(SEAL)

Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. [redacted] Contractor [redacted]

Highway [redacted]

Section [redacted]

Kind of Work [redacted]

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED.** The reasons for such recommendation are as follows:

Recommend 11 calendar day extension for added Price Agreements 1 and 2.

Recommended for Approval:

Division Engineer

for Construction Engineer or Bridge Engineer

State Highway Engineer

State Printing 17869

Contract No. 7474

Project designation I-205-7(18)298
State-Federal

Date awarded September 11, 1970

Work started November 3, 1970

Per cent completed 100% 11/24/71
Date

Specified completion date 5/31/71
No. of Workdays Allowed

No. of days used beyond specified date
No. of Workdays Used 32

No. of Added Workdays Requested 30

7474

FORM 81 (REV. 12-68)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: West Linn Interchange		WEEK ENDING: March 17, 1972
		SECTION PREFIX: 603-1011
HIGHWAY: East Portland Freeway		COUNTY: Clackamas
NAME OF JOB: West Linn Interchange	KIND OF WORK: Roadside Improvement	
CONTRACTOR: Aichele Landscaping, Inc.	CONTRACT NUMBER: 7474	FEDERAL AID PROJECT NUMBER: I-205-7(18)298
DATE OF CONTRACT: September 11, 1970	DATE WORK STARTED: November 3, 1970	ESTIMATED COMPLETION DATE: May 15, 1972
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED: 32 extra days
	SPECIFIED COMPLETION DATE: May 31, 1971	PERCENT OF TIME ELAPSED: 112.2%
PROJECT AUTHORIZATION: $ 61,907.69		
EXCLUSIVE OF ENGINEERING: $ 56,500.90	ENGINEERING AUTHORIZATION $ 5,406.79	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99.3%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 55,293.61	ENGINEERING COST TO DATE $ 5,300.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97.3%
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0.6 %	PERCENT OF AUTHORIZATION 98.0 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 12	Rain			
MONDAY 13	Partly Cloudy			
TUESDAY 14	Partly Cloudy			
WEDNESDAY 15	Hazy			
THURSDAY 16	Hazy			
FRIDAY 17	Hazy			
SATURDAY 11	Rain Showers			

Routing: Keasey, Bond, Walker, Johnsen, Pease, Glenn, Uhlfield, Berg

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MAR 20 1972
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 12	No activity all week.
MONDAY 13	
TUESDAY 14	
WEDNESDAY 15	
THURSDAY 16	
FRIDAY 17	
SATURDAY 11	

REMARKS

Status: Project complete semi-final submitted. Acceptance will be made when contractor eliminates weeds from lawn and planted areas. Last weekly report.

Const. - 3
Landscape
Bridge
Region
File

SIGNED [signature] LOCATION 9000 SE Fuller Rd. Portland, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

BP-7216

APPROVED EFFECTIVE DATE 9-10-71
Construction shall not be started on this project before the effective date of this agreement if any federal funds are involved in payment for such work.
Form A-100—SM
BY E. J. Tallmadge
TITLE Dist. Engineer
DATE 9-13-71
FEDERAL HIGHWAY ADMINISTRATION

STATE COPY

G-1P.

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 3

Project Name West Linn Interchange Date August 6, 1971

Highway East Portland Freeway Contract No. 7474 F. A. Project No. I-205-7 (18)298

County Clackamas Prefix 603-1011 Account No. 279-03

Description of Work To Be Done:

Install protective wire mesh cage over exposed irrigation pressure reducer and backflow preventer assembly.

Location by Station Numbers:

735+00 Right shoulder of Lake Oswego Highway

Estimate of Quantities and Costs:

Lump Sum Total $300.00

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SEP 14 1971
BRIDGE DIVISION

Explanation: Protective cage not included in contract work. Subsequent landscape contracts detail wire cage to be installed as a part of contract work. Subject contract contractor was approached to install the cage as detailed on the more recent landscape contracts by extra work. The contractor was not interested in performing this work by extra work, however, causing a situation of state force work.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 61,907.69	
Present estimate of project cost, including $ 300.00 for work under this order	$ 61,907.69	
Expected under-run / over-run (amount)	$ -0-	
Expected under-run / over-run (per cent)	-0-	

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] Division Engineer

Approval Recommended: [signature] Construction Engineer or Bridge Engineer

Approved: [signature] Deputy State Highway Engineer
Assistant State Highway Engineer

COPY SENT
I-205-7(18)298
Form E-208—6M
JUN 3 1971
REGIONAL OFFICE
JUN 3 1971
OFFICE OF
HIGHWAY ENGINEER
7474

STATE FILE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED EFFECTIVE DATE 6-20-71
Contingent upon modification of project agreement if additional funds are required
BY [signature] Dist. Engineer
TITLE
DATE 6-3-71

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name West Linn Interchange — Date May 12, 1971
Highway East Portland Freeway — Contract No. 7474
County Clackamas — Prefix 603-1011
Contractor Aichele Landscaping, Inc. — F. A. Project No. I-205-7(18)298
Address 11360 S. E. Stevens Road, Portland, OR 97266 — Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish eledtrical power source for plan automatic controlled irrigation system.

Location by station numbers:

"L" Sta. 734 thru 736

Estimate of quantities and cost:

Materials	$290.00
Labor	220.00
Equipment	80.00
TOTAL	$590.00

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Contract plans and Special Provisions did not provide provision or detail for obtaining required electrical service. State drawing locating and detailing electrical service received after contract awarded. Work to be performed by extra work as we cannot justify the contractor's request to perform this work by price agreement.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 61,907.69
Present estimate of project cost, including $ 590.00 for work under this order	$ 67,541.14
Expected [redacted] over-run amount	$ 5,633.45
Expected [redacted] over-run per cent	9.1

Space to right of this line is for use of Salem Office

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] Construction Engineer or Bridge Engineer

Approval Recommended: ORIGINAL SIGNED BY ALLEN G. [illegible] Division Engineer

Approved: [signature] Deputy State Highway Engineer, Assistant State Highway Engineer or

6-4-71

Form E-203—SM

I-205-7(18)298

RECEIVED
APR 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

7a/74

STATE COPY G-1

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 4-8-71
Contingent upon modification of project agreement if additional funds are required.
BY _____ Dist. Engineer
DATE 4-26-71
FEDERAL HIGHWAY ADMINISTRATION

Project Name West Linn Interchange — Date April 8, 1971
Highway East Portland Freeway — Contract No. 7474
County Clackamas — Prefix 603-1011
Contractor Aichele Landscaping, Inc. — F. A. Project No. I-205-7(18)298
Address 11360 S.E. Stevens Road, Portland, OR 97266 — Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Excavate portion of existing concrete conduit and remove and repair. Damaged by guardrail post which has been installed through this conduit. Conduit must be used to place water line under existing roadway.

Location by station numbers: "L" 736+50 Lt.

Estimate of quantities and cost:

Labor	$ 50.00
Equipment	50.00
Materials	50.00
TOTAL	$150.00

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Work required to repair "existing" materials. Extra work to be performed as per contract standard specifications.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 61,907.69	
Present estimate of project cost, including $ 150.00 for work under this order	$ 61,907.69	
Expected under-run / over-run amount	$ -0-	
Expected under-run / over-run per cent	-0-	

Submitted by: _____ Resident Engineer

Approval Recommended: _____ Division Engineer

Approval Recommended: _____ Construction Engineer or Bridge Engineer

Approved: _____ Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

orig Morgan
cy Merchant 4-30-71 Construction

5P*23371-734

SEP 15 1970
FOR FILING

I-205-7(18) 298
7474

September 14, 1970

Mr. R. H. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of September 9, 1970, is requested in the award of contract for the West Linn Interchange Section, Project No. I-205-7(18)298.

The contractor receiving the award is Aisbale Landscaping, Inc., in the amount of $52,901.85, with Contract No. 7474 assigned. This bid was received on September 3, 1970, and awarded September 11, 1970.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Federal Highway Administration's
Endorsement

Date_____
I concur in the award.

R. H. Simpson
Division Engineer

DAR:bb

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SEP 11 1970
FOR FILING

I-205-7(18)278
7474

September 11, 1970

Aichele Landscaping, Inc.
11360 S.E. Stevens Road
Portland, Oregon 97266

Gentlemen:

The State Highway Commission today awarded to you State Highway Contract No. 7474 in the amount of $52,902.85 on the West Linn Interchange Section of the East Portland Freeway in Clackamas County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

cr

bc: F. D. Morgan
I. D. Merchant
Roy Olson
L. W. Rulien
Arvey Nelson
William Geibel (SAIF)

TRANSACTION NUMBERS 5-25 THRU 5-30

Klotz

FORM PR-48 (REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 5-12-70

BY (Signature): MR. YOUNG'S APRIL 22, 1970 LETTER

TITLE: PROGRAM AND PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. ____ THRU ____

STAGE 2 ITEM NOS. 604 THRU 609

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
604	I-205-7(15)290	0.0	145,000	133,600	TUALATIN RIVER-PACIFIC HIGHWAY	LANDSCAPING
605	I-205-7(16)294	0.0	267,000	246,100	SOUTH WEST LINN INTERCHANGE - TUALATIN RIVER SECTION	LANDSCAPING
606	I-205-7(17)297	0.0	84,000	77,400	WILLAMETTE FALLS REST AREA AND VIEW POINT	LANDSCAPING
607	I-205-7(18)298	0.0	72,000	66,300	WEST LINN INTERCHANGE	LANDSCAPING
608	I-80N-5(36)206	0.0	280,000	258,000	WEST & SOUTH PENDLETON INTERCHANGES	LANDSCAPING
609	I-80N-5(37)208	0.0	160,000	147,000	EMIGRANT AVENUE INTERCHANGE (PENDLETON)	LANDSCAPING

5-12-70

REMARKS (Division)

I-205-7(18)298
I-205-7(17)297

RECEIVED MAY 15 1970

Young 5-15-70

NOTED F. B. KLABOE

RECEIVED
MAY 14 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
		5-12-70	R. F. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FHWA 927-954

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

4-22-70

FEDERAL - AID (PP

CARD 2	REPORT NUMBER (19)–(20): 1	PROJECT LOCATION (45 typewriter spaces) (21–65): I-205 West Linn Interchange	ADT	PRESENT: 6,900	FUTURE (68)–(70): 16,800

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) (28–62): Landscaping	NATL. FOREST (63)–(65)	FH ROUTE NO. (66)–(68)	SUFV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)–(73)	PL. AU (74)
---	---	---	---	---	---	---	---	---

CARD 4	CLASS OF FEDERAL FUNDS: Interstate	COUNTY NAME
	NAME OF URBAN AREA (17–31): Portland	ROUTE NO. I / FEDERAL-(I-2

CARD 5	LINE NO. (1–4)(5)	CHANGE CODE (16)	PROJECT CODE (41)	WORK CLASS (42)	WORK TYPE (43–46)	STEP (53)	TERMINI (Full description)	MILES (54)–(55)	TOTAL ESTIMATED COST (59)–(66)	ESTIMATED PROJECT FEDERAL FUNDS (67)
1										
5					PE		I-205 West Linn Interchange			
5					ROW					
5					CONST (CODE) Y003			0.0	- 72,000	66,300
							PROJECT TOTALS	0.0	72,000	66,300

CARD 1	CODE 1	PREPARED BY	PROGRAM APPROVAL DATES (10)–(23)(24)
1	14		

7774

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(65)		6,900	16,800 (66)(70)	90 (71)(72)	08	Oregon	35 (2)(3)	042 (4)(9)	607 (14)(18)

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER			I. Projects Only	
					PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
(69)	(70)	(71)	(72)(73)	(74)(78)	I- 14 23	205-7(18) 7 18		298 (24)(26)	27

COUNTY NAME: Clackamas — CODE: 005 (14)(16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
I	I-205 (32)	(36)(37)	I-205 (41)

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(54)(58)	(59) (66)	(67) (76)			Landscaping of interchange area consisting of furnishing topsoil, planting trees, shrubs, vines and lawn; irrigation system installation.
					ROW-200' Min.; Access Control-Full; Park. Restrictions-Complete.
0.0	- 72,000	66,300	5,700		
0.0	72,000 (16) (23)	66,300 (24) (33)	5,700		

REMARKS

Additional Data: Items 517, 538 and 539; Projects I-205-7(10)298, I-205-7(11)294 and I-205-7(12)290.

-OVER-

USCOMM DUSCOMM-DC 48905-P61

REMARKS - Continued

For 37-B: On R/W-1, R/W-F, Sanitary Facilities-N.

Public hearing not required under provisions of paragraph 6c of PPM 20-8.

This project is considered as stage construction of this section of I-205 and location/design approval was considered to have been given under Project I-205-7(11)294 and same agreed to by BPR letter of February 9, 1970 subject: "West Linn-Pacific Hwy. Section".

Clearinghouse review is not required under the provisions of paragraph 2b of IM 50-1-70 as all right of way was acquired prior to Sept. 30, 1969. BPR concurred in this concept by their letter of February 19, 1970.

I-205-7(17) Willamette Falls S. R. A. & 1970
297 Viewpoint on E. Ptld. Frwy. near
#7475 West Linn. (Roadside improvement)

7475

April 19, 1973

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

A post-final payment for $2,282 will be made to Aichele Landscaping, Inc., on Contract No. 7475 for roadside improvement on the Willamette Falls S.R.A. & Viewpoint Sections of the East Portland Freeway in Clackamas County as soon as the warrant is prepared.

The total amount paid on this contract will be $39,545.34 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

C. V. Kent, Secretary
OREGON STATE HIGHWAY COMMISSION

bc

cc Aichele Landscaping, Inc.
11360 S. E. Stevens Road
Portland, Oregon 97266

bc C. T. Kenney
Walt Hart
V. K. Skoog
Attn: Dick Kneek
L. W. Bullen

RECEIVED
FOR FILING

4 P S

OREGON STATE HIGHWAY DIVISION

7475

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 19, 1972

6-29-72 has contractor been notified yet?

TO Oregon State Highway Commission

FROM ORIGINAL SIGNED TOM EDWARDS
Tom Edwards
State Highway Engineer

SUBJECT **Extension of Time, Contract No. 7475 Willamette Falls Safety Rest Area and Viewpoint, I-205**

Aichele Landscaping, Inc., contractor on the Willamette Falls Safety Rest Area and Viewpoint Section of the East Portland Freeway in Clackamas County, Contract No. 7475, has made a request for extension of the contract time based on rainy weather.

The project included plantings and an irrigation system to landscape areas where facilities were built under an earlier contract. It was contracted in September 1970, with a specified May 31, 1971 completion, which appears to have allowed ample time. The weather pattern was not so exceptional as to justify a time extension.

The project was completed December 1, 1971, with 49 days liquidated damages assessed for a total of $3,750 after allowing for a summer stop work order when it was not suitable for planting.

This request for extension has been denied by authority delegated at your last meeting. The matter will be on the agenda for your concurrence at the June 27 meeting.

cc Floyd Query
George M. Baldwin
F. B. Klaboe
A. E. Johnson
C. T. Keasey
L. H. Young
V. E. Skoog
L. W. Rulien
V. L. Gallagher
Gary Ross
Gary Sund

Item agenda

JAB:fw ms

NOTED
FLOYD QUERY

4P

June 19, 1972

Aichele Landscaping, Inc.
11360 S. E. Stevens Road
Portland, Oregon 97266

Gentlemen:

Your request for a time extension of 40 days on Contract No. 7475 for work on the Willamette Falls Safety Rest Area and Viewpoint Section of the East Portland Freeway in Clackamas County has been considered and is denied.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem office.

Very truly yours,

George H. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

bc: B. Klaboe
A. E. Johnson
C. T. Keasey
L. W. Rullen
Arvey Nelson
L. H. Young
V. E. Skoog
V. L. Gallagher
fw ca

FORM E-20 (REV. 10-66)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 22, 1972

SUBJECT: Willamette Falls Safety Rest Area
and Viewpoint Section (Landscaping)
Contract No. 7475
Request for Time Extension

To:
A. E. Johnson
Assistant State Highway Engineer

FROM:
John A. Bond
Construction Administration Engineer

Aichele Landscaping, Inc. requests an extension of the specified completion date on the subject project of 49 days which after allowing for an ordered stop work period would delete all liquidated damages that have accrued. Some pertinent dates are:

Bids opened	September 3, 1970
Work started	October 7, 1970
Specified completion date	May 31, 1971
Stop work order in effect	July 9, 1971 to November 22, 1971
Project completed	December 1, 1971

49 days liquidated damages accrued at $75 per day = $3,750.
The contract amount was $63,949.

The project included plantings and an irrigation system but appears to have had ample time allowed for completion for the size of the project. The contractor's request is based on wet weather. The field has prepared a quite elaborate analysis of the job progress including rainfall information. Although the accumulated rainfall thrugh the specified completion time was about 20 percent above normal, during a majority of the months (September and October and February through May) the rainfall accumulation was almost normal. The weather pattern is certainly not so exceptional as to justify a time extension (this reason was also rejected on requests for extension from two larger adjacent projects under contract at the same time.) This project had no significant added orders. There was a net 4.4 percent underrun on contract items.

We therefore concur with the Region recommendation to deny any extension. This was an Interstate project but the concurrence of the FHWA is not required.

JAB:fw
Enc.
cc V. L. Gallagher

BP*82479-734

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7475 Contractor [redacted]

Highway [redacted]

Section [redacted]

Kind of Work [redacted]

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED.** The reasons for such recommendation are as follows:

Recommend request be denied.

Recommended for Approval:

Division Engineer

Construction Engineer or

State Highway Engineer

Contract No. 7475

Project designation I205-7(17)297 (State-Federal)

Date awarded September 11, 1970

Work started October 7, 1970

Per cent completed 100% 12/2/71 (Date)

Specified completion date

No. of Workdays Allowed 5/31/71

No. days used beyond completion date

No. of Workdays Used 49

No. of Added Workdays Requested 49

B-220 (Rev.)—52M—9-64

OREGON STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY DEPARTMENT
RESIDENT BRIDGE ENGINEER
RECEIVED
FEB 1 8 1972

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date January 23, , 1972

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from ...30..... days to .....49... days, within which to complete our Contract No. .....7475....., without the assessment of liquidated damages. The said contract is described as follows:
Completion date May 31, 1971- extended to July 19, 1971.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:
Requesting time extension of forty-nine (49) days for the above because of rainy wet weather. Reasons for extension:

Rain has caused water in pipe ditches - unable to install sprinkling system.
Weather has not been suitable for glueing pipe.
Rain created mud conditions and unable to haul top soil.

Respectfully submitted,

AICHELE LANDSCAPING, INC.
Contractor

By D. Aichele PRESIDENT

CONSENT OF SURETY

Date January 31, 19 72

We, UNITED PACIFIC INSURANCE COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Emma M. Kemp
Emma M. Kemp Attorney-in-fact

(SEAL)

Resident Agent

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MAY 19 1972
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STATE COPY

FORM PR-33.E (REV. 3-56)

5-8-72

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

cst

cc: OSHD (A E Johnson)
Region
Wash DC
Area Engineer Bryant

FINAL ACCEPTANCE REPORT

(PPM 20-6.1)

74175

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	11	Clackamas	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
5/8/72	P. E. O'Neil, Assistant Area Engineer		I-205-7(17)297
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACTING AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
12/1/71	January 27, 1972	170	Completion Date-May 31, 1971
APPROVED EXTENSIONS	**LOCATION**		
None	The Willamette Falls Rest Area & Viewpoint near the SW city limits of West Linn.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

NOTED
A. E. JOHNSON

REMARKS: *The project has been completed in reasonable close conformity with the approved plans and specifications, including authorized changes and extra work.*

WILLAMETTE FALLS SAFETY REST AREA & VIEWPOINT
EAST PORTLAND FREEWAY
Landscaping

Closed 5-19-72

CH

This project provided for the landscaping of the Willamette Falls Safety Rest Area and viewpoint. The landscaping consisted of placing of topsoil, sod lawn, trees, shrubs and vines. An automatic irrigation system was installed at the rest area.

The original plantings and all construction items were satisfactorily completed in substantial conformance with the approved plans and specifications on December 1, 1971. The contractor has exceeded his contract time by 49 days and was assessed liquidated damages accordingly.

The final cost of the project including engineering and contingencies was $63,727.06 which is an underrun of 11.8%. The resident engineer has satisfactorily explained all overruns and underruns.

All of the required supporting documents have been submitted, and acceptance of this project is recommended.

MAY 16 1972

REGIONAL OFFICE

NOTED
FROM EXHIBITS

NOTED
F. B. HARBOE

RECEIVED
MAY 17 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Johnson Young

* NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE: W. N. Bryant, Area Engineer		SIGNATURE: Original Signed by R. E. Simpson	
TITLE W. N. Bryant	DATE	TITLE R. E. Simpson	DATE
		Division Engineer	5/9/72

REPLACES PR-33.E (REV. 3-56) WHICH MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

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FEB 9 - 1972
FOR FILING

I-205-7(17)207
7475

February 3, 1972

United Pacific Insurance Co.
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On January 31, 1972, we wrote to you concerning release of final payment on Contract No. 7475 awarded to Aichele Landscaping, Inc., for roadside improvement on the Willamette Falls S.R.A. and Viewpoint of the East Portland Freeway in Clackamas County.

Final payment on this contract is $3,408.10 and the total contract amount is $97,253.34. No work was performed under force account.

Very truly yours,

Floyd Cary, Secretary
OREGON STATE HIGHWAY COMMISSION

fm
cc Aichele Landscaping, Inc.
11360 S. E. Stevens Road
Portland, Oregon 97266

Frank Morgan
Walt Hart
V. E. Skoog
Attn: John Kerr
L. H. Bolliou

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JAN 31 1972
FOR FILING

I-205-7(12)297
7475

January 27, 1972

Oregon State Highway Commission

Gentlemen:

Work was completed December 1, 1971 on Contract No. 7475. The contract was with Akkala Landscaping, Inc., and was for roadside improvement on the Willamette Falls S.E.A. and Viewpoint Section of the East Portland Freeway Highway in Clackamas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 27, 1972, and that you concur in this procedure at the Commission meeting on February 22, 1972.

It is assumed that if you have no objections to this action and you do not advise us to the contrary, I may consider the matter has your approval.

Very truly yours,

George N. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

VC:ja

cc: Floyd Query
Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
Gary Rees
G. L. Reed
L. H. Young
F. D. Morgan
V. E. Skoog
H. S. Cox
W. J. Hart
L. W. Rulien

I-205-7(17)297
7475

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Willamette Falls S.R.A. & Viewpoint		WEEK ENDING: January 8, 1972
		SECTION PREFIX: 603-1012
HIGHWAY: East Portland Freeway		COUNTY: Clackamas
NAME OF JOB: Willamette FAlls S.R.A. & Viewpoint	KIND OF WORK: Roadside Improvement	
CONTRACTOR: Aichele Landscaping, Inc.	CONTRACT NUMBER: 7475	FEDERAL AID PROJECT NUMBER: I-205-7(17)297
DATE OF CONTRACT: September 11, 1970	DATE WORK STARTED: October 7, 1970	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED 49 extra days
PROJECT AUTHORIZATION: $ 73,909.06	SPECIFIED COMPLETION DATE: May 31, 1971	PERCENT OF TIME ELAPSED: 118.7%
EXCLUSIVE OF ENGINEERING: $ 67,454.12	ENGINEERING AUTHORIZATION $ 6,454.94	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 57,263.34	ENGINEERING COST TO DATE $ 6,458.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED PERCENT: ~~OVERRUN~~ Underrun 15.2%	PERCENT OF AUTHORIZATION 100 %	DATE PROJECT WAS COMPLETED: December 1, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None - No activity

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing: Peare, Swan, Chin, Lindquist, Gallagher, Stein, Becker, Bond, Wanger, Boehm, Johnsen

RECEIVED
JAN 10 1972
CONSTRUCTION DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 2	No activity this week
MONDAY 3	
TUESDAY 4	
WEDNESDAY 5	
THURSDAY 6	
FRIDAY 7	
SATURDAY 1	

REMARKS

Final report. Semi-final was submitted today.

Const.

SIGNED [signature] LOCATION Tigard 97223

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

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DEC 21 1971
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STATE COPY

OREGON STATE HIGHWAY DIVISION

I-205-7(17)297

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

7475

December 7, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

FAP No. I-205-7(17)297

CY Constr Plan Prog 12-21-71

Dear Sir:

All work under Contract No. 7475, Willamette Falls S.R.A. and Viewpoint Section of the East Portland Freeway in Clackamas County, was completed on December 2, 1971.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

RECEIVED
DEC 17 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

NOTED
TOM EDWARDS

Federal Highway Administration
Oregon Division Office Endorsement

Date 12-13-71

Conditions noted on above date:
None

R. E. Simpson
Division Engineer

WB/eb

cc: R. L. Porter
F. D. Morgan

NOTED
A. E. JOHNSON

Form E-123

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	STATE Oregon
-9-61	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY Clackamas
PROJECT REPORT NO. 3	(PPM 21-7) 9-22-70	PROJECT NO. I-205-7(17)297

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-205 0.15 Mi. S.W. of West Linn (Willamette Falls Rest Area and Viewpoint)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-12-70	0.00
OTHER (Specify)		

FUNDS Pre Rate 92.26%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 71,004	$ 65,508

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By _____
(Division Engineer)
For R. E. Simpson

Date executed by Division Engineer SEP 22 1970

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds.

(b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, up-

Oregon State Highway Division

Federal Aid
Project No. I-205-7(17)297

WILLAMETTE FALLS SAFETY REST AREA AND VIEWPOINT

EAST PORTLAND FREEWAY IN CLACKAMAS COUNTY

SALEM, OREGON, SEPTEMBER 17, 1970

Project Agreement Estimate.

Type Code Y021
Landscaping Safety Rest Area (Sta. 780+00 to Sta. 810+00)

Temporary Protection and Direction of Traffic	All Required		$ 1,200.00
Furnishing and Placing Topsoil	300 cu.yd.	3.75	1,125.00
Furnishing and Planting Trees	94 only	14.00	1,316.00
Furnishing and Planting Trees (Specimen)	1 only	35.00	35.00
Furnishing and Planting Shrubs	3,300 only	3.50	11,550.00
Furnishing and Planting Roses	700 only	1.90	1,330.00
Furnishing and Planting Vines	7,160 only	0.70	5,012.00
Furnishing and Planting Crown Vetch	44,000 only	0.25	11,000.00
Inorganic Fertilizer, 22-16-8-2S	40 cwt.	12.00	480.00
Lime	7 ton	30.00	210.00
Mushroom Compost	320 cu.yd.	6.00	1,920.00
Bark Mulch	100 unit	35.00	3,500.00
Sod Lawn	0.56 acre	10,890.00	6,098.40
1/2-inch Water Pipe	1,350 lin.ft.	0.48	648.00
3/4-inch Water Pipe	2,600 lin.ft.	0.55	1,430.00
1-inch Water Pipe	2,600 lin.ft.	0.60	1,560.00
1-1/4 inch Water Pipe	2,200 lin.ft.	0.75	1,650.00
1-1/2 inch Water Pipe	1,450 lin.ft.	0.88	1,276.00
2-inch Water Pipe	1,550 lin.ft.	1.00	1,550.00
2-1/2 inch Water Pipe	1,700 lin.ft.	1.20	2,040.00
3-inch Water Pipe	800 lin.ft.	1.75	1,400.00
2-inch Gate Valves	1 only	18.00	18.00
3/4-inch Manual Section Valves	2 only	7.50	15.00
1-1/4 inch Automatic Section Valves	5 only	56.00	280.00
1-1/2 inch Automatic Section Valves	18 only	67.00	1,206.00
2-inch Automatic Section Valves	12 only	87.00	1,044.00
3/4-inch Quick-Coupling Hose Valves	70 only	7.50	525.00
2-inch Pressure Vacuum Breaker Assembly	1 only	280.00	280.00
Pop-up Nonrevolving Sprinkler Heads	135 only	6.00	810.00
Shrubbery Sprinkler Heads	350 only	3.30	1,155.00

Shrubbery Sprinkler Heads, High-pop	90 only	5.40	$ 486.00
23-Section Automatic Controllers	1 only	1,000.00	1,000.00
12-Section Automatic Controllers	1 only	800.00	800.00
			$ 63,949.40
Flagging (60% of Contractor's Cost)	All Required		$ 100.00
Water Use (City of West Linn)	All Required		500.00
			$ 600.00
	Subtotal		$ 64,549.40
	10% Engr. & Cont.		6,454.60
	Total		$ 71,004.00

Length of Project - - - 0.00 Mile

Federal Funds -	$ 65,508.00
State Funds -	5,496.00
Total	$ 71,004.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

G - 1 - 100%

Contract No.: 7475

Prefix: 603-1012

RECEIVED
SEP 15 1970
FOR FILING

I-205-7(17)297
1475

September 14, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of September 9, 1970, is requested in the award of contract for the Willamette Falls SRA and Viewpoint Section, Project No. I-205-7(17)297.

The contractor receiving the award is Aichele Landscaping, Inc., in the amount of $63,949.40, with Contract No. 7475 assigned. This bid was received on September 3, 1970, and awarded September 11, 1970.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by FPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Federal Highway Administration's Endorsement

Date_____
I concur in the award.

R. E. Simpson
Division Engineer

DAR:bb

RECEIVED
SEP 11 1970
FOR FILE

I-205-7(17)297
7475

September 11, 1970

Aichele Landscaping, Inc.
11360 S.E. Stevens Road
Portland, Oregon 97266

Gentlemen:

The State Highway Commission today awarded to you State Highway Contract No. 7475 in the amount of $63,949.40 for roadside improvement on the Willamette Falls S.R.A. and Viewpoint Section of the East Portland Freeway in Clackamas County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

ar

bc: F. D. Morgan
I. D. Merchant
Roy Olson
L. W. Rulien
Arvey Nelson
William Geibel (SAIF)

TRANSACTION NUMBERS 5-25 THRU 5-30

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT	DATE
OREGON	5-12-70
BY (Signature) MR. YOUNG'S APRIL 22, 1970 LETTER	
TITLE PROGRAM AND PLANNING ENGINEER	

CLASS OF FEDERAL FUNDS
☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ____ THRU ____

STAGE 2 ITEM NOS. 604 THRU 609

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
604	I-205-7(15)290	0.0	145,000	133,600	TUALATIN RIVER–PACIFIC HIGHWAY	LANDSCAPING
605	I-205-7(16)294	0.0	267,000	246,100	SOUTH WEST LINN INTERCHANGE – TUALATIN RIVER SECTION	LANDSCAPING
606	I-205-7(17)297	0.0	84,000	77,400	WILLAMETTE FALLS REST AREA AND VIEW POINT	LANDSCAPING
607	I-205-7(18)298	0.0	72,000	66,300	WEST LINN INTERCHANGE	LANDSCAPING
608	I-80N-5(36)206	0.0	280,000	258,000	WEST & SOUTH PENDLETON INTERCHANGES	LANDSCAPING
609	I-80N-5(37)208	0.0	160,000	147,000	EMIGRANT AVENUE INTERCHANGE (PENDLETON)	LANDSCAPING

5-12-70

REMARKS (Division)

DEPARTMENT MAY 15 1970

I-205-7(17)
24125

Young 5-15-70

NOTED F.B. KLABOE

RECEIVED
MAY 14 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
		5-12-70	R. F. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-984

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B.O.

FORM PR-1 (REV. 4-61)

4-22-70

FEDERAL-AID P (PPM 2

CARD 2	REPORT NUMBER (10)–(20)	1	PROJECT LOCATION (45 typewriter spaces) 21–66	I-205 0.15 Mi. S.W. of West Linn	ADT	PRESENT	6,900	FUTURE (64)	16,800	YEAR (70)(71)	9
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 25–62	Landscaping	NATL. FOREST (63)–(65)		FH ROUTE NO. (66)–(69)		SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)		PL. AUT (74)
CARD 4	CLASS OF FEDERAL FUNDS	Interstate								COUNTY NAME		
	NAME OF URBAN AREA 17–31	Portland								ROUTE NO. I	FEDERAL-AI I-205	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT C: TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-18)	(19)	41	42	43–46	53		(54)–(58)	(59)–(66)	(67)
5					PE		I-205 0.15 Mi. S.W. of West Linn (Willamette Falls Rest Area and Viewpoint)			
5					ROW					
5					CONST (CODE) Y-003			0.0	84,000	77,400
								0.0	84,000	77,400

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	(16) (23)(24)

7475

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
		6,900	16,800	90	08	Oregon	35	042	606

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
						I-205-7(27)		297	

COUNTY NAME: Clackamas — CODE: 005

ROUTE NO.: I — FEDERAL-AID: I-205 — STATE: — U.S.: I-205

PROGRAM STAGE: [ ] 1 OR [X] 2

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Landscaping of rest area and viewpoint consisting of furnishing topsoil, planting trees, shrubs, vines and lawn; irrigation system installation.
					ROW-200' Min.; Access Control-Full; Park. Restrictions-Complete.
0.0	84,000	77,400	6,600		
0.0	84,000	77,400	6,600		

ESTIMATED PROJECT COST BY PHASES

REMARKS

Additional Data: Items 517, 538 and 539; Projects I-205-7(10)298, I-205-7(11)294 and I-205-7(12)290.

-OVER-

USCOMM DUSCOMM-DC 49905-P61

REMARKS - Continued

For 37-B: On R/W-1, R/W-F, Sanitary Facilities-N.

Public hearing not required under provisions of paragraph 6c of PPM 20-8.

This project is considered as stage construction of this portion of I-205 and location/design approval was considered to have been given under Project I-205-7(11)294 and same agreed to by BPR letter of February 9, 1970 subject: "West Linn-Pacific Hwy. Section".

Clearinghouse review is not required under the provisions of paragraph 2b of IM 50-1-70 as all right of way was acquired prior to Sept. 30, 1969. BPR concurred in this concept by their letter of February 19, 1970.

F-111(12) Gray Cr.-N. Fk. Coquille River 1970
Sec., of Coos Bay-Roseburg Hwy.,
#7476 S. of Coquille. (Grad. & pav.)

CA 5141 10-29-74

#7476

DEPARTMENT OF TRANSPORTATION

October 23, 1974

J. B. Boyd
Right of Way Engineer

C. W. Head
Commission Services

Attached for further handling are two copies each of the following crossing agreements with Bonneville Power Administration:

1) Forest Grove-Gaston Section of the Tualatin Valley Highway in Washington County. (File 36831) MISC. CONTRACTS and AGREEMENTS No. 5142

2) Rickreall-Independence Junction Section of the Willamina-Salem Highway in Polk County. (File 36954) MISC. CONTRACTS and AGREEMENTS No. 5143

3) Gray Creek-North Fork Coquille River Section of the Coos Bay-Roseburg Highway in Coos County. (File 39835) MISC. CONTRACTS and AGREEMENTS No. 5141

Please have Bonneville Power Administration date the agreement on Page 1, sign, and fill in the Notary portion on Page 2. When this has been done, please return one copy each for the Transportation Commission's files.

FKN:ser

att.

7476 STATE COPY

MONTHLY TRANSACTION NUMBER	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
7-29		OREGON
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY
6		Coos
MODIFICATION NUMBER	(PPM 21-7) 7-20-73	PROJECT NUMBER
2		F-111(12)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 22, 1970, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,914,577	$ 1,919,829
Federal Funds	$ 1,210,000	$ 1,219,850
Other revisions		

This modification is made for the following reasons:

To include increase in bid item quantity.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 20th day of July, 1973.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Schmitz

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By for Glen L. Green (Division Engineer)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used. GPO 915-869

Oregon State Highway Division

Federal-aid Project
No. F-111(12)

GRAY CREEK-N. FORK COQUILLE RIVER SECTION

COOS BAY-ROSEBURG HIGHWAY IN COOS COUNTY

Salem, Oregon, July 11, 1973

Revised Project Agreement Estimate.

Type Code 6204
Roadway (Sta. 275+00 to Sta. 396+00)

Furnishing Field Laboratory Building	1 only	1,500.00	$ 1,500.00
Temporary Protection and Direction of Traffic	All Required		10,000.00
Clearing and Grubbing	All Required		100,000.00
Removal of Structures and Obstructions	All Required		5,000.00
Ditch Excavation	400 cu.yd.	4.00	1,600.00
Embankment Foundation Excavation	29,000 cu.yd.	1.35	39,150.00
General Excavation	430,000 cu.yd.	0.62	266,600.00
Granular Backfill Material	29,000 cu.yd.	2.00	58,000.00
Rock Inlay Material	20,000 cu.yd.	2.35	47,000.00
Extra for Selected Topsoil Material	9,600 cu.yd.	2.00	19,200.00
Overhaul	11,700 C-yd.sta.	0.40	4,680.00
Trench Excavation	5,000 cu.yd.	4.50	22,500.00
Finishing Roadbed and Slopes	All Required		5,000.00
Obliteration of Roadway	1,850 sq.yd.	0.50	925.00
Watering	3,900 M-gal.	3.00	11,700.00
Coarse Aggregate Base	3,200 ton	4.00	12,800.00
1" - 0 Aggregate Base	6,900 ton	4.00	27,600.00
Lime Treated Subgrade	131,000 sq.yd.	0.30	39,300.00
Lime for Treated Subgrade	1,500 ton	37.00	55,500.00
Cement Treated Base Mixture	79,000 ton	4.00	316,000.00
Portland Cement in CTB Mixture	3,900 ton	35.00	136,500.00
Asphalt in Seal	90 ton	60.00	5,400.00
Class "B" Asphalt Concrete Mixture	25,000 ton	10.50	262,500.00
Asphalt Cement in Mixture	1,600 ton	40.00	64,000.00
Bituminous Wearing Surface	13,000 sq.yd.	0.75	9,750.00
Asphalt in Tack Coat	9 ton	65.00	585.00
Class "A" Concrete in Retaining Wall	120 cu.yd.	120.00	14,400.00
Reinforcement in Retaining Wall	6,300 lb.	0.22	1,386.00
8-inch Culvert Pipe	200 lin.ft.	2.75	550.00
12-inch Culvert Pipe	1,000 lin.ft.	4.00	4,000.00

18-inch Culvert Pipe	2,250 lin.ft.	5.75	$ 12,937.50
36-inch Culvert Pipe	300 lin.ft.	18.00	5,400.00
60-inch Culvert Pipe	160 lin.ft.	30.00	4,800.00
84-inch Culvert Pipe	150 lin.ft.	60.00	9,000.00
Bedding Material	33 cu.yd.	12.00	396.00
12-inch Paved Culvert End Slopes	1 only	150.00	150.00
18-inch Paved Culvert End Slopes	11 only	175.00	1,925.00
Concrete Inlets, Type G-1	3 only	250.00	750.00
Concrete Inlets, Type G-2	1 only	250.00	250.00
Concrete Inlets, Type G-2M	6 only	275.00	1,650.00
Concrete Inlets, Type G-2MA	2 only	400.00	800.00
6-inch Drain Pipe	4,600 lin.ft.	2.25	10,350.00
8-inch Drain Pipe	6,100 lin.ft.	2.75	16,775.00
12-inch Drain Pipe	300 lin.ft.	4.10	1,230.00
Special Filter Material in Drains	3,200 cu.yd.	12.00	38,400.00
Guard Rail, Type 1	165 lin.ft.	3.00	495.00
Guard Rail, Type 2	5,500 lin.ft.	3.00	16,500.00
Guard Rail, Type 2A	880 lin.ft.	4.00	3,520.00
Guard Rail Anchors	17 only	225.00	3,825.00
**Type 2 Fence	5,600 lin.ft.	1.25	7,000.00
16' x 48" Single Gate	2 only	100.00	200.00
Concrete Curbs	60 cu.yd.	55.00	3,300.00
Extra for Asphalt Approaches	30 only	50.00	1,500.00
Extra for Asphalt Curbs	1,000 lin.ft.	1.25	1,250.00
Loose Riprap, Class 700	1,125 cu.yd.	5.00	5,625.00
Guide Posts, W-1	100 only	8.50	850.00
Guide Posts, Y-1	34 only	8.50	289.00
Roadside Seeding	20 acre	200.00	4,000.00
Roadside Mulching	20 acre	200.00	4,000.00
Seed Mixture	600 lb.	1.25	750.00
Fertilizer, 22-16-8-2S	80 cwt.	14.00	1,120.00
			$1,702,163.50
Flagging (60% of Contractor's Cost)	All Required		$ 5,000.00
Erosion Control	All Required		18,000.00
EWO#2 Relocate 10" Water Line	All Required		6,500.00
SFO#5 Install Horizontal Drains	6,000 lin.ft.	2.50	15,000.00
			$ 44,500.00
	Subtotal		$1,746,663.50
	*10% Engineering		173,165.50
	Total		$1,919,829.00

*Reduced in accordance with paragraph 5 (Project Field Offices) of PPM 30-6.
**Change in bid quantity.

Length of Roadway - - - - - - 2.292 Miles
Cost of Roadway Per Mile- - $837,621.73

Federal Funds -	$1,219,850.00
State Funds -	699,979.00
Total	$1,919,829.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

G 1 - 100%

Contract No. 7476

Prefix: 6-1020

7476

STATE COPY

MONTHLY TRANSACTION NUMBER 5-45	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER 5	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 5-10-72	COUNTY Coos
MODIFICATION NUMBER 1		PROJECT NUMBER F-111(12)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 22, 1970, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,866,397	$ 1,914,577
Federal Funds	$ 1,192,800	$ 1,210,000
Other revisions		

This modification is made for the following reasons:

To include increase in bid item quantity and approved extra items.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 10th day of May, 1972.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunt

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Engineer)
For R. E. Simpson

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used. GPO 915-869

Oregon State Highway Division

Federal Aid
Project No. F-111(12)

GRAY CREEK-N. FORK COQUILLE RIVER SECTION

COOS BAY-ROSEBURG HIGHWAY IN COOS COUNTY

Salem, Oregon, April 26, 1972

Revised Project Agreement Estimate.

Type Code 6204
Roadway (Sta. 275+00 to Sta. 396+00)

Furnishing Field Laboratory Building	1 only		$ 1,500.00
Temporary Protection and Direction of Traffic	All Required		10,000.00
Clearing and Grubbing	All Required		100,000.00
Removal of Structures and Obstructions	All Required		5,000.00
Ditch Excavation	400 cu.yd.	4.00	1,600.00
Embankment Foundation Excavation	29,000 cu.yd.	1.35	39,150.00
General Excavation	430,000 cu.yd.	0.62	266,600.00
Granular Backfill Material	29,000 cu.yd.	2.00	58,000.00
Rock Inlay Material	20,000 cu.yd.	2.35	47,000.00
Extra for Selected Topsoil Material	9,600 cu.yd.	2.00	19,200.00**
Overhaul	11,700 C-yd.sta.	0.40	4,680.00
Trench Excavation	5,000 cu.yd.	4.50	22,500.00
Finishing Roadbed and Slopes	All Required		5,000.00
Obliteration of Roadway	1,850 sq.yd.	0.50	925.00
Watering	3,900 M-gal.	3.00	11,700.00
Coarse Aggregate Base	3,200 ton	4.00	12,800.00
1" - 0 Aggregate Base	6,900 ton	4.00	27,600.00
Lime Treated Subgrade	131,000 sq.yd.	0.30	39,300.00
Lime for Treated Subgrade	1,500 ton	37.00	55,500.00
Cement Treated Base Mixture	79,000 ton	4.00	316,000.00
Portland Cement in CTB Mixture	3,900 ton	35.00	136,500.00
Asphalt in Seal	90 ton	60.00	5,400.00
Class "B" Asphalt Concrete Mixture	25,000 ton	10.50	262,500.00
Asphalt Cement in Mixture	1,600 ton	40.00	64,000.00
Bituminous Wearing Surface	13,000 sq.yd.	0.75	9,750.00
Asphalt in Tack Coat	9 ton	65.00	585.00
Class "A" Concrete in Retaining Wall	120 cu.yd.	120.00	14,400.00
Reinforcement in Retaining Wall	6,300 lb.	0.22	1,386.00
8-inch Culvert Pipe	200 lin.ft.	2.75	550.00
12-inch Culvert Pipe	1,000 lin.ft.	4.00	4,000.00
18-inch Culvert Pipe	2,250 lin.ft.	5.75	12,937.50
36-inch Culvert Pipe	300 lin.ft.	18.00	5,400.00
60-inch Culvert Pipe	160 lin.ft.	30.00	4,800.00
84-inch Culvert Pipe	150 lin.ft.	60.00	9,000.00

Bedding Material	33 cu.yd.	12.00	396.00
12-inch Paved Culvert End Slopes	1 only	150.00	150.00
18-inch Paved Culvert End Slopes	11 only	175.00	1,925.00
Concrete Inlets, Type G-1	3 only	250.00	750.00
Concrete Inlets, Type G-2	1 only	250.00	250.00
Concrete Inlets, Type G-2M	6 only	275.00	1,650.00
Concrete Inlets, Type G-2MA	2 only	400.00	800.00
6-inch Drain Pipe	4,600 lin.ft.	2.25	10,350.00
8-inch Drain Pipe	6,100 lin.ft.	2.75	16,775.00
12-inch Drain Pipe	300 lin.ft.	4.10	1,230.00
Special Filter Material in Drains	3,200 cu.yd.	12.00	38,400.00
Guard Rail, Type 1	165 lin.ft.	3.00	495.00
Guard Rail, Type 2	5,500 lin.ft.	3.00	16,500.00
Guard Rail, Type 2A	880 lin.ft.	4.00	3,520.00
Guard Rail Anchors	17 only	225.00	3,825.00
Type 2 Fence	3,780 lin.ft.	1.25	4,725.00
16' x 48" Single Gate	2 only	100.00	200.00
Concrete Curbs	60 cu.yd.	55.00	3,300.00
Extra for Asphalt Approaches	30 only	50.00	1,500.00
Extra for Asphalt Curbs	1,000 lin.ft.	1.25	1,250.00
Loose Riprap, Class 700	1,125 cu.yd.	5.00	5,625.00
Guide Posts, W-1	100 only	8.50	850.00
Guide Posts, Y-1	34 only	8.50	289.00
Roadside Seeding	20 acre	200.00	4,000.00
Roadside Mulching	20 acre	200.00	4,000.00
Seed Mixture	600 lbs.	1.25	750.00
Fertilizer, 22-16-8-2S	80 cwt.	14.00	1,120.00
			$1,699,888.50
Flagging (60% of contractor's cost)	All Required		$ 5,000.00
Erosion Control	All Required		18,000.00
EWO 2 Relocate 10" Water Line	All Required		6,500.00
SFO 5 Install Horizontal Drains	5,000 lin.ft.	2.50	12,500.00
			$ 42,000.00
	Subtotal		$1,741,888.50
	*10% Engr. & Cont.		172,688.50
	Total		$1,914,577.00

Length of Roadway - - - - - 2.292 miles
Cost of Roadway per Mile- - $835,330.27

*Reduced in accordance with Par. 5 (Project Field Offices) of PPM 30-6.

**Change in bid quantity.

Federal Funds	$1,210,000.00
State Funds	704,577.00
Total	$1,914,577.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

G-1-100%

Contract No. - 7476

Prefix - 6-1020

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	STATE
9-62		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
3	*(PPM 21-7)* 9-22-70	Coos
		PROJECT NO. F-111(12)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 42 0.65 Mi. N. of Myrtle Point N. 2.3 Mi.
(Gray Creek-N. Fork Coquille River Section)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-12-70	2.292
OTHER *(Specify)*		

FUNDS Pro Rata 63.54%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,877,397.00	$ 1,192,800.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By _____
(Division Engineer)
For R. E. Simpson

Date executed by Division Engineer SEP 22 1970

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds.

(b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, up-

Oregon State Highway Division

Federal Aid
Project No. F-111(12)

GRAY CREEK-N. FORK COQUILLE RIVER SECTION

COOS BAY-ROSEBURG HIGHWAY IN COOS COUNTY

SALEM, OREGON, SEPTEMBER 17, 1970

Project Agreement Estimate.

Type Code 6204
Roadway (Sta. 275+00 to Sta. 396+00)

Furnishing Field Laboratory Building	1 only		$ 1,500.00
Temporary Protection and Direction of Traffic	All Required		10,000.00
Clearing and Grubbing	All Required		100,000.00
Removal of Structures and Obstructions	All Required		5,000.00
Ditch Excavation	400 cu.yd.	4.00	1,600.00
Embankment Foundation Excavation	29,000 cu.yd.	1.35	39,150.00
General Excavation	430,000 cu.yd.	0.62	266,600.00
Granular Backfill Material	29,000 cu.yd.	2.00	58,000.00
Rock Inlay Material	20,000 cu.yd.	2.35	47,000.00
Extra for Selected Topsoil Material	2,200 cu.yd.	2.00	4,400.00
Overhaul	11,700 C-yd.sta.	0.40	4,680.00
Trench Excavation	5,000 cu.yd.	4.50	22,500.00
Finishing Roadbed and Slopes	All Required		5,000.00
Obliteration of Roadway	1,850 sq.yd.	0.50	925.00
Watering	3,900 M-gal.	3.00	11,700.00
Coarse Aggregate Base	3,200 ton	4.00	12,800.00
1" - 0 Aggregate Base	6,900 ton	4.00	27,600.00
Lime Treated Subgrade	131,000 sq.yd.	0.30	39,300.00
Lime for Treated Subgrade	1,500 ton	37.00	55,500.00
Cement Treated Base Mixture	79,000 ton	4.00	316,000.00
Portland Cement in CTB Mixture	3,900 ton	35.00	136,500.00
Asphalt in Seal	90 ton	60.00	5,400.00
Class "B" Asphalt Concrete Mixture	25,000 ton	10.50	262,500.00
Asphalt Cement in Mixture	1,600 ton	40.00	64,000.00
Bituminous Wearing Surface	13,000 sq.yd.	0.75	9,750.00
Asphalt in Tack Coat	9 ton	65.00	585.00
Class "A" Concrete in Retaining Wall	120 cu.yd.	120.00	14,400.00
Reinforcement in Retaining Wall	6,300 lb.	0.22	1,386.00
8-inch Culvert Pipe	200 lin.ft.	2.75	550.00
12-inch Culvert Pipe	1,000 lin.ft.	4.00	4,000.00
18-inch Culvert Pipe	2,250 lin.ft.	5.75	12,937.50
36-inch Culvert Pipe	300 lin.ft.	18.00	5,400.00
60-inch Culvert Pipe	160 lin.ft.	30.00	4,800.00

84-inch Culvert Pipe	150 lin.ft.	60.00	$ 9,000.00
Bedding Material	33 cu.yd.	12.00	396.00
12-inch Paved Culvert End Slopes	1 only	150.00	150.00
18-inch Paved Culvert End Slopes	11 only	175.00	1,925.00
Concrete Inlets, Type G-1	3 only	250.00	750.00
Concrete Inlets, Type G-2	1 only	250.00	250.00
Concrete Inlets, Type G-2M	6 only	275.00	1,650.00
Concrete Inlets, Type G-2MA	2 only	400.00	800.00
6-inch Drain Pipe	4,600 lin.ft.	2.25	10,350.00
8-inch Drain Pipe	6,100 lin.ft.	2.75	16,775.00
12-inch Drain Pipe	300 lin.ft.	4.10	1,230.00
Special Filter Material in Drains	3,200 cu.yd.	12.00	38,400.00
Guard Rail, Type 1	165 lin.ft.	3.00	495.00
Guard Rail, Type 2	5,500 lin.ft.	3.00	16,500.00
Guard Rail, Type 2A	880 lin.ft.	4.00	3,520.00
Guard Rail Anchors	17 only	225.00	3,825.00
Type 2 Fence	3,780 lin.ft.	1.25	4,725.00
16' x 48" Single Gate	2 only	100.00	200.00
Concrete Curbs	60 cu.yd.	55.00	3,300.00
Extra for Asphalt Approaches	30 only	50.00	1,500.00
Extra for Asphalt Curbs	1,000 lin.ft.	1.25	1,250.00
Loose Riprap, Class 700	1,125 cu.yd.	5.00	5,625.00
Guide Posts, W-1	100 only	8.50	850.00
Guide Posts, Y-1	34 only	8.50	289.00
Roadside Seeding	20 acre	200.00	4,000.00
Roadside Mulching	20 acre	200.00	4,000.00
Seed Mixture	600 lbs.	1.25	750.00
Fertilizer, 22-16-8-2S	80 cwt.	14.00	1,120.00
			$1,685,088.50
Flagging (60% of contractor's cost)	All Required		$ 5,000.00
Erosion Control	All Required		18,000.00
			$ 23,000.00
	Subtotal		$1,708,088.50
	*10% Engr. & Cont.		169,308.50
	Total		$1,877,397.00

Length of Roadway - - - - - 2.292 miles
Cost of Roadway per Mile- - $819,108.64

*Reduced in accordance with Par. 5 (Project Field Offices) of PPM 30-6.

Retained in Program Status

Slide Correction	All Required	$ 100,000.00
	Subtotal	$ 100,000.00
	10% Engr. & Cont.	10,000.00
	Total	$ 110,000.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,877,397.00	$1,192,800.00	$684,597.00
Retained in Program	110,000.00	69,500.00	40,500.00
Total	$1,987,397.00	$1,262,300.00	$725,097.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

G-1-100%

Contract No.: 7476

Prefix: 6-1020

GRAY CREEK-N. FORK COQUILLE RIVER

NONPARTICIPATING - STATE WORK

Pacific Power and Light	All Required	$1,000.00
General Telephone Co.	All Required	500.00
		$1,500.00

7476 STATE COPY

OS&D (Johnson)
Region
Wash DC

FINAL ACCEPTANCE REPORT
(FPM 20-6.1)
5-9-73

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads
eh

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	7	Coos	Oregon
DATE OF REPORT	REPORT MADE BY		PROJECT NO.
	T. P. Love, Area Engineer		F-111(12)
COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
10/20/71	March 15, 1972	108 %	275 CWD
APPROVED EXTENSIONS	LOCATION		
None	Sta 272+50 to 398+58 of the Gray Creek-N. Fork Coquille River Section, Coos Bay-Roseburg Highway		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report. Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

GRAY CREEK - NORTH FORK COQUILLE RIVER SECTION
Grading, Surfacing and Paving

1. **Completion Date**

The project was completed September 29, 1971 using 296 calendar work days. No extension of the contract time of 275 CWD was granted. Liquidated damages of $200.00 per day for 21 days have been charged to the contractor.

2. **Price Reductions**

Following is a list of price reductions assessed the contractor for noncompliance work performed on the project:

PA #	Description	Amount
8	Penalty for unsatisfactory paving to be corrected by State forces.	$840.00
9	Establishes penalty for excessive moisture in AC aggregate.	
10	Penalty for nonspecification asphalt concrete.	330.82
11	Penalty for low compaction of bituminous material.	59.09

RECEIVED
MAY 10 1973
S. COULTER

NOTED 5-10-73 cy Conte. Young

(more)

*NOTE: Not applicable for direct federal projects.

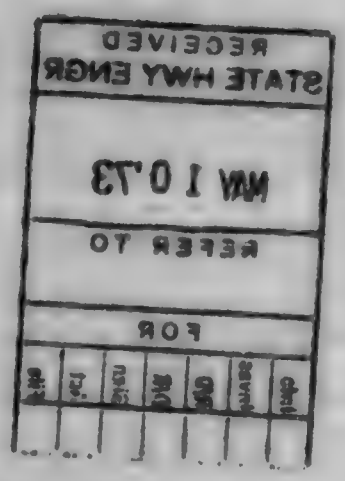
Office of Assistant State Highway Engineer

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE: Original Signed by T. P. LOWE		SIGNATURE: G. L. Green	
TITLE: Area Engineer	DATE: 5/7/73	TITLE: Division Engineer	DATE: 5-9-73

Form PR 33-E (Rev. 7-70) EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

3. Acceptance

The project has been completed in substantial compliance with the approved plans and specifications including authorized changes and acceptance is recommended.



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JUN 2 - 1972
FOR FILING

7476

June 2, 1972

Wells-Reed-Reed-Hunt Company
612 Failing Building
Portland, Oregon 97204

Seaboard Surety Company
315 Montgomery Street
San Francisco, California 94104

Gentlemen:

A post-final payment for $4,300 will be made to Slabo-Hall on Contract No. 7476 for work on the Grey Creek-N. Fork Coquille River Section of the Coos Bay-Roseburg Highway in Coos County as soon as the warrant is prepared.

The total amount paid on this contract will be $1,766,193.14, including the post-final amount. Of the total, $13,634.65 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Slabo-Hall
P. O. Box 19230
Portland, Oregon 97219

Great American Insurance Co.
Pacific BM Regional Office
2030 Eighth Avenue
Seattle, Washington 98121

Seaboard Surety Company
100 William Street
New York, New York

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: John Herr
James Versteeg

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JUN 15 1972
FOR FILING

7476

4g

#1

May 10, 1972

Slate-Hall
P. O. Box 19238
Portland, Oregon 97219

Gentlemen:

The State Highway Commission at its meeting on May 16, 1972, granted your request for an extension of time of 21 days, without assessment of liquidated damages, on Contract No. 7476 for work on the Gray Creek-N. Fork Coquille River section of the Coos Bay-Roseburg Highway in Coos County.

Very truly yours,

Floyd Omery, Secretary
OREGON STATE HIGHWAY COMMISSION

fm
cc G. T. Keeney
V. E. Skeen
James Versteeg
Bobby Johnson
Federal Highway Adm.

RECEIVED
APR 19 1972
FOR FILING

7476

JAB:fw cg
bc: Floyd Query
George M. Baldwin
F. B. Klaboe
A. E. Johnson
C. T. Keasey
L. H. Young
V. E. Skoog
H. J. Versteeg
V. L. Gallagher

DATE April 18, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Request for Extension of Time**
No. 1
May 16 Meeting

Slate-Hall, contractor on the Grey Creek-North Fork Coquille River grading and paving project on the Coos Bay-Roseburg Highway in Coos County, Contract No. 7476, has requested a 21-day extension of the contract time based on quantity overruns on three bid items - Rock Inlay, Embankment Foundation Excavation and Fencing. The project was contracted quite late in the 1970 season with the day count starting September 29, 1970. The project was completed October 20, 1971, with 21 days liquidated damages accrued at $200 per day for $4,200.

The Embankment Foundation Excavation and the Fencing item both overran considerably but early in the project when the effect on the contract completion was not critical. However, the inlay material overran 37,335 cubic yards, or 186.7 percent, and the related topsoil used to cover the rock inlays overran 337.6 percent. This work was necessary to reinforce unstable cut slopes to prevent slides. This significant added work occurred during prime time in July and August of 1971 and had to be performed before grade finishing and surfacing could proceed in the affected areas.

I recommend an extension of 21 days. This will delete all liquidated damages. This was a Federal-aid Primary project and we have the concurrence of the Federal Highway Administration in this extension.

This matter will be on the agenda for your consideration at the May 16 meeting.

Attachment

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7476 Contractor Slate-Hall

Highway Coos Bay-Roseburg

Section Grey Creek-N. Fork Coquille River

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 21-day extension because of overrun in quantity of rock inlay material.

Recommended for Approval:

John W. Stuldale
Division Engineer

Resident Engineer or Project Engineer

A. E. Johnson
Asst. State Highway Engineer

Contract No.	7476
Project designation	F-111(12) (State-Federal)
Date awarded	September 11, 1970
Work started	9-15-70
Per cent completed	100%
No. of ~~Workdays~~ Calendar Workdays Allowed	275
No. of ~~Workdays~~ Calendar Workdays Used	296
No. of Added Workdays Requested	21

Date

ST*0200-704

B-200 (Rev.)—8M—9-66

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date October 27, 19 71

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 275 days to 296 days, within which to complete our Contract No. 7476, without the assessment of liquidated damages. The said contract is described as follows:

Gray Creek - N. Fork Coquille River Section

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

1. Construct additional Rock Inlay
2. Increase Embankment Foundation
3. Increase Type II Fence

Respectfully submitted,

SLATE-HALL
Contractor

By Elton D. Slate
Elton D. Slate - Partner

CONSENT OF SURETY

Date DECEMBER 28, 19 71

We, GREAT AMERICAN INSURANCE COMPANY, AND, SEABOARD SURETY COMPANY, as equal Co-Sureties surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

GREAT AMERICAN INSURANCE COMPANY
BY: Fred C. Reed
FRED C. REED Attorney-in-fact
COUNTERSIGNED: WELLS-REED-WOOD-WEST Co.
BY: Fred C. Reed
Resident Agent

SEABOARD SURETY COMPANY
BY: Ellen Field
(SEAL) Attorney-in-Fact
COUNTERSIGNED: HANSEN & ROWLAND INC. (of Oregon)
BY: Ellen Field
Resident Agents
Asst Sec.

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: April 4, 1972

In reply refer to: 10-35-DB

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Time Extension for Project No. F-111(12)

cy sent 4-10-72

After reviewing your March 30, 1972 request, I concur in the 21-day time extension and therefore grant Federal participation. The contractor certainly had a reasonable claim for additional time due to the substantial increase in the bid quantity for rock inlay.

4-10-72
Johnson

NOTED
A. E. JOHNSON

NOTED
TOM [illegible]

RECEIVED
APR 7 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

RECEIVED
MAR 31 1972
FOR FILING

7476

March 30, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Box 300
Salem, OR 97308

Dear Sir:

Gray Creek-N. Fork Coquille
River Section
Oregon Project No. F-111(12)
Request for Time Extension

The contractor has requested a 21-day extension of the contract time based on quantity overruns on three bid items -- Rock Inlay, Embankment Foundation Excavation and Fencing.

This project was contracted quite late in the 1970 season with the day count starting September 29, 1970. The project was completed October 20, 1971 with 21 days liquidated damages accrued at $200 per day for $4,200. The contractor's request for extension would therefore delete all liquidated damages.

The Embankment Foundation Excavation item increased from 29,000 cubic yards bid to an actual 46,799 cubic yards for a 61.4 percent overrun. Most of this was done in the fall of 1970 at the very beginning of the contract time so although the overrun is significant, its effect on the contract completion was not so critical.

The Fencing item also overran from 3,780 feet bid to 5,630 feet constructed for a 48.9 percent overrun. This item also was probably not critical to the overall contract completion.

The Rock Inlay overrun is a different matter. The inlay material increased from 20,000 cubic yards bid to an

actual 57,335 cubic yards or a 186.7 percent overrun. The related topsoil used to cover the inlay also overran from 2,200 cubic yards to an actual 9,227 cubic yards for a 337.6 percent overrun. This significant increase in rock inlay work occurred during prime time in the 1971 season. The Price Agreement (No. 5) which covers the added quantity is dated July 14, 1971, at which time 74 percent of the contract time had already elapsed. This inlay work required a significant part of the contractor's resources on the project in July and August and had to be performed before grade finishing and surfacing work could proceed in the affected areas.

The overrun in this inlay work justifies the 21 days requested and we seek your concurrence in an extension of time in this amount.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

A. E. Johnson
Assistant State Highway Engineer

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
F. D. Morgan
V. L. Gallagher

JAB:fw ja

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 28, 1972

To: Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

SUBJECT: Gray Creek-N. Fork Coquille
River Section
Contract No. 7476
Request for Time Extension

Slate-Hall has requested a 21-day extension of the contract time based on quantity overruns on three bid items -- Rock Inlay, Embankment Foundation Excavation and Fencing.

This project was contracted quite late in the 1970 season with the day count starting September 29, 1970. The project was completed October 20, 1971 with 21 days liquidated damages accrued at $200 per day for $4,200. The contractor's request for extension would therefore delete all liquidated damages.

The Embankment Foundation Excavation item increased from 29,000 cubic yards bid to an actual 46,799 cubic yards for a 61.4 percent overrun. Most of this was done in the fall of 1970 at the very beginning of the contract time, so although the overrun is significant, its effect on the contract completion was not so critical.

The Fencing item also overran from 3,780 feet bid to 5,630 feet constructed for a 48.9 percent overrun. This item also was probably not critical to the overall contract completion.

The Rock Inlay overrun is a different matter. The inlay material increased from 20,000 cubic yards bid to an actual 57,335 cubic yards or a 186.7 percent overrun. The related topsoil used to cover the inlay also overran from 2,200 cubic yards bid to an actual 9,227 cubic yards for a 337.6 percent overrun. This signifcant increase in rock inlay work occurred during prime time during the 1971 season. The Price Agreement (No. 5) which

A. E. [illegible]

SP°83478-784

covers the added quantity is dated July 14, 1971 at which time 74 percent of the contract time had already elapsed. This inlay work required a significant part of the contractor's resources on the project in July and August and had to be performed before grade finishing and surfacing work could proceed in the affected areas.

The overrun in this inlay work justifies the 21 days requested and an extension of time in this amount is recommended. This was a Federal-aid Primary project. Rough draft letters to the Federal Highway Administration and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

JAB:fw
Attach.
cc V. L. Gallagher

RECEIVED
MAR 29 1972
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 6-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
March 27, 1972

RECEIVED
MAR 28 1972
CONSTRUCTION SECTION

SUBJECT: Contractor's Request for Extension of Time
Gray Cr.-N. Fork Coquille River Sec.
Coos Bay-Roseburg Highway
Contract No. 7476

To: Mr. F. D. Morgan
Construction Engineer
S A L E M

Attached are five copies of the subject time extension request for additional days on this project. Also attached is Resident Engineer Bobby D. Johnson's analysis of Item 1 of Slate-Hall's request, Additional Rock Inlays.

I concur in Mr. Johnson's analysis and recommend favorable consideration of the time extension in the full amount requested, under provisions of Standard Specification 108.09 relating to changes in plan quantities. The adjustment upward in rock inlay construction alone provides ample justification for recommending approval.

Other contract bid items relating to this request were: (in Oct., 1970)

1. 61.4% overrun in Embankment Foundation Exc. (Bid Item #6) 29,000 c.y. vs. 46,799 c.y.

2. 337.6% overrun in Extra for Select Topsoil Material (Bid Item #10). Relates directly to additional rock inlay covered by P.A. #5.

3. 48.9% overrun in Type 2 fence. (Bid Item #50) covered by P.A. #2. 3,780 Lin. Ft. vs 5,630 " ".

Your approval of the request is recommended.

John W. Sheldrake

JOHN W. SHELDRAKE
Region Construction Engineer

JWS/cw
Attach.
cc Bobby D. Johnson

FORM E-50 REV 10-61

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Woodburn, Oregon
March 3, 1972

To: J. H. Verstoeg
Region Engineer
Roseburg, Oregon

SUBJECT: Contractor's Request for Increase in Number of Calendar Workdays to Complete Construction Contract
Gray Cr.-N. Frk. Coquille R. Sect.
Coos Bay-Roseburg Highway
Contract No. 7476

I am submitting herewith Form E-320, Contractor's Request for Increase in Number of Workdays to Complete Construction Contract. A report of my recommendations are as follows:

During the 1971 construction season, on or about July 1, 1971, it became evident that in order to correct cut slides it was going to be necessary to construct additional rock inlays at various locations throughout the project. Price Agreement No. 5 in the amount of $138,582.50 was negotiated with the contractor to perform this extra work. All work under this price agreement was covered by increasing bid item quantities at unit bid prices. The original plan called for a total of 850 feet of rock inlay to be constructed at three locations. All three of these locations were extended and four other inlays were added for an additional 4,125 feet of inlays constructed. The contractor worked a total of 40 days on the construction of these inlays throughout the months of July and August, 1971. During this period of time the contractor was using better than 50% of his equipment and work forces for the performance of the extra work involved.

It is my feeling that the afore mentioned extra work did delay the completion of the project by at least 25 days which more than justifies the increase in the number of Calendar Workdays as requested.

Your approval of the request is recommended.

Bobby D. Johnson
Resident Engineer

ROSEBURG REGION
MAR - 6 1972
Init. | Init. | Date
Assign ..... For .....
Reply ..... Action .....

RECEIVED
UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

7476

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6311

Bonneville Power Administration
Location and Mapping Section-ETI
P. O. Box 3621
Portland, Oregon 97208

March 30, 1972

ATTENTION: Mr. Vern DePuy
Access Road Specialist

Re: Access to Transmission Line Easement
Gray Creek-North Fork Coquille River Section
Coos Bay-Roseburg Highway
Coos County

Gentlemen:

Attached hereto are two copies of a sketch showing the new access from Lee Valley County Road to your transmission line easement.

A 12-foot road has been constructed and access gate installed in the State's access control fence. This access has been constructed for the exclusive joint use of Bonneville Power Administration and Pacific Power and Light Company with both companies maintaining locks on the gate.

If further information or assistance is required, please contact Mr. John E. Holcomb or this office.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
Enclosure
cc: Bonneville Power Administration
P.O. Box 3621
Portland, Oregon 97208
Attn: Mr. Thomas Kornelis

A. E. Johnson
J. H. Versteeg
R. A. Sandmann
J. E. Holcomb

RECEIVED
MAR 30 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

RECEIVED

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

7476

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

Mr. R. H. Sellee
Pacific Power and Light Company
920 S. W. Sixth Avenue
Portland, Oregon 97204

March 30, 1972

Re: Access to Transmission Line Easement
Gray Creek-North Fork Coquille River Section
Coos Bay - Roseburg Highway
Coos County

ATTENTION: Mr. Lloyd Lamothe

Gentlemen:

Attached hereto are two copies of a sketch showing a newly constructed access from Lee Valley County Road to Bonneville Power Administration's transmission line easement on the subject project.

This access was constructed with the intent that it was to be utilized jointly by Pacific Power and Light Company and Bonneville Power Administration. It is our understanding that Pacific Power and Light Company's easement provides for access across adjacent property.

A 12-foot road has been constructed and access gate installed in the State's access control fence. This access is for the exclusive joint use of Pacific Power and Light Company and Bonneville Power Administration with both companies maintaining locks on the gates.

If further information or assistance is required, please contact Mr. John E. Holcomb or this office.

JMC:dl
Enclosure

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

cc: A. E. Johnson
J. H. Versteeg
R. A. Sandmann
J. E. Holcomb

RECEIVED
MAR 30 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

RECEIVED
FOR FILING
7476

March 24, 1972

NOTED ON CARD
3-24-72

White-Bond-Dixed-West Company
418 Pelling Building
Portland, Oregon 97204

Seaboard Surety Company
315 Montgomery Street
San Francisco, California 94104

Gentlemen:

On March 13, 1972, we wrote to you concerning release of final payment on Contract No. 7476 awarded to Slate-Hall for work on the Gray Creek-North Fork Coquille River Section of the Coos Bay-Roseburg Highway in Coos County.

Final payment on this contract is $1,810.09 and the total contract amount is $1,761,893.14 including $13,434.43 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
cc Slate-Hall
P. O. Box 19238
Portland, Oregon 97219

Seaboard Surety Company
100 William Street
New York, New York 10038

Great American Insurance Co.
2030 9th Avenue
Seattle, Washington 98121

bc Frank Morgan
Walt Hart
V. E. Skoog
Attn: John Herr
J. H. Versteeg

RECEIVED
MAR 10 1972
FOR FILING

7476

DATE March 9, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Highway Project Acceptance**

Work was completed October 20, 1972 on Contract No. 7476. The contract was with Slate - Hall and was for grading and paving on the Gray Creek - North Fork Coquille River Section of the Coos Bay - Roseburg Highway in Coos County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective March 8, 1972, and that you concur in this procedure at the Commission meeting on April 4.

It is assumed that if you have no objections to this action and you do not advise us to the contrary, I may consider the matter has your approval.

VC:alc

cc: Floyd Query
F. B. Klaboe
A. E. Johnson
L. H. Young
F. D. Morgan
W. J. Hart

RECEIVED
MAR 2 - 1972
FOR FILING

F-111(12)
7476

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
February 25, 1972

To: Mr. H. S. Cox
County and City Engineer
S A L E M

SUBJECT: Abandonment-Unit "I"
Gray Cr.-N. Fork Coquille River Sec.
Coos Bay-Roseburg Highway
Coos County

Reference Abandonment Resolution #461 dated November 24, 1971, District Engineer R. A. Sandmann has met with Coos County officials concerning county requirements prior to assuming jurisdiction over Unit "I" of the old highway.

L. L. Buoy, Coos County Roadmaster, verbally advised on January 18, 1972 that certain patching they had asked for was acceptable, as well as ditching and drainage work completed previously.

As all county requirements have now been met, this section of the old highway may now be transferred to Coos County jurisdiction.

NOTED
F. B. KLABOE

JOHN W. SHELDRAKE
Region Construction Engineer

JWS/cw
cc F. B. Klaboe

RECEIVED
FEB 29 1972
OFFICE OF
STATE HIGHWAY ENGINEER

F-111(12)
7476

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Gray Creek - North Fork Coquille River		WEEK ENDING: February 4, 1972
		SECTION PREFIX: 6-1020
HIGHWAY: Coos Bay - Roseburg		COUNTY: Coos
NAME OF JOB: Gray Creek - North Fork Coquille River	KIND OF WORK: Grading and Paving	
CONTRACTOR: Slate - Hall	CONTRACT NUMBER: 7476	FEDERAL AID PROJECT NUMBER: F-111 (12)
DATE OF CONTRACT: September 11, 1970	DATE WORK STARTED: September 16, 1970	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 275	CALENDAR DAYS USED 296
PROJECT AUTHORIZATION: $2,035,787.06	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 108
EXCLUSIVE OF ENGINEERING: $1,891,019.98	ENGINEERING AUTHORIZATION $144,767.06	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,782,925.68	ENGINEERING COST TO DATE $128,418.54	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 5.7%	PERCENT OF AUTHORIZATION: 89 %	DATE PROJECT WAS COMPLETED: October 20, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	None		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.39	2.39			2.39
MILES PARTIALLY COMPLETED					
MILES COMPLETED	2.39	2.39			2.39
TOTAL ESTIMATED QUANTITIES (CONTRACT)	459,000 cy	89,100 ton			25,000 ton
TOTAL QUANTITIES CORRECTED TO DATE	478,380 cy	~~83,889~~ ton			24,766 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	478,380 cy	84,233 ton			24,766 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Keasey
Bond
Walker
Johnsen
Pease
Glenn
Litchfield
Berg

RECEIVED
FEB 8 1972
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Work
MONDAY	No Work
TUESDAY	No Work
WEDNESDAY	No Work
THURSDAY	No Work
FRIDAY	No Work
SATURDAY	No Work

REMARKS

Semi-Final Estimate is completed and will be submitted to the Region Office first of next week.

F. D. Morgan, Construction Engineer, was in the office Wednesday

Final Report.

SIGNED Bobby D. Howard LOCATION Woodburn

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

BP1F216

Form A-108 (Rev. 8-70)

STATE COPY

G-1P

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED EFFECTIVE DATE 12-8-71
Contingent upon modification of project agreement if additional funds are required
BY [signature] Dist. Engineer
TITLE
DATE 12-5-71
FEDERAL HIGHWAY ADMINISTRATION

Contract No.
Order No. 5

Section Gray Creek - North Fork Coquille River Date December 2, 1971

Highway Coos Bay - Roseburg F.A.P. No. F-111 (12)

County Coos Prefix 6-1020 Account No. 234-05

Description of Work To Be Done: Install horizontal drains in potential slide areas.

Location by Station Numbers: Sta. 272+50 to 398+58 as needed throughout the entire project but more specifically the cut at sta. 285 to 290, 360 to 370 and 387+50 left side.

Estimate of Quantities and Costs: As per estimate from Elliott Parker, Region Geologist:
5,000 lin. ft. @ $2.50 per lin. ft. = $12,500.00

NOTED
A. E. JOHNSON

Explanation: The cut slopes in the areas mentioned show signs of seepage and it is felt that the horizontal drains would relieve this situation.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$2,035,787.06
Present estimate of project cost, including $12,500.00 for work under this order	$2,035,787.06
Expected under-run / over-run (amount)	$ 0.00
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: [signature] Asst. Resident Engineer

Approval Recommended: [signature] for Construction Engineer or Bridge Engineer

Approval Recommended: [signature] Regional Engineer

Approved: [signature] Construction Engineer

Assistant State Highway Engineer

STATE COPY

RECEIVED
NOV 10 1971
FOR FILING

OREGON STATE HIGHWAY DIVISION

F-111(12)

HIGHWAY BUILDING • SALEM, OREGON • 97310

1476

October 28, 1971

NOTED
A. E. JOHNSON

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

FAP No. F-111(12)

Dear Sir:

All work under Contract No. 7476, Gray Creek-N. Fork Coquille River Section of the Coos Bay-Roseburg Highway in Coos County was completed on October 20, 1971.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program & Planning Engineer

Federal Highway Administration
Oregon Division Office Endorsement Date 10-20-71

Conditions noted on above date:

None

G. K. Hoosner
R. E. Simpson
Division Engineer

PVE/eb

RECEIVED
NOV 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

copy to Constr 11-8-71
" P & P 11-9-71

F-111(12) STATE COPY 6-1P 8-18-71 4

OREGON STATE HIGHWAY DEPARTMENT

Contingent upon modification of project agreement if additional funds are required.

BY G. K. Mosher

TITLE Div. Engineer

DATE 17 SEP 1971

FEDERAL HIGHWAY ADMINISTRATION

Order for Extra Work

7476

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Gray Creek - North Fork Coquille River Date 19

Highway Coos Bay - Roseburg Contract No. 7476

County Coos Prefix 6-1020

Contractor Slate - Hall F. A. Project No. F-111 (12)

Address P. O. Box 19238, Portland, Ore. 97219 Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Dozer time only for breaking down cut slope for slide removal.

Location by station numbers: Sta. 286+50 to 287+50

Estimate of quantities and cost:

Equipment	$155.00
Labor	40.00
Contr. % Allow.	31.25
Total	$226.25

NOTED
A. E. JOHNSON

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Breaking down of the roadbed cut to the point where scrapers can begin slide removal operations makes this extra work necessary. Funds are available in the contract authorization.

NOTED
TOM EDWARDS

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2,035,707.06
Present estimate of project cost, including $226.25 for work under this order	$2,035,707.06
Expected under-run / over-run amount	$0.00
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: Bobby D. Johnson
Resident Engineer

Approval Recommended: [signature]
Construction Engineer or Bridge Engineer

Approval Recommended: [signature]
Division Engineer

Approved: [signature]
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

Construction

EE-2111-1M

RECEIVED
JUN 24 1971
OFFICE OF
STATE HIGHWAY ENGINEER

F-111(12)

7476

STATE COPY 2-1P

REGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 6-24-71
Contingent upon modification of project agreement if additional funds are required

BY D. K. Hanner
TITLE Dist. Engineer
DATE 6-28-71

FEDERAL HIGHWAY ADMINISTRATION
NOV 17 1971

Project Name ..... Gray Creek - North Fork Coquille River
Highway ..... Coos Bay - Roseburg
County ..... Coos
Contractor ..... Slate - Hall
Address ..... P. O. Box 19238, Portland, Oregon 97219

Contract No. 7476
Prefix 6-1022
F. A. Project No. F-111 (12)
Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Relocate 10" water line servicing Georgia Pacific Corporation property and install a 3" temporary water line for the Donald Schmidt property.

Location by station numbers: Sta. 292+50 and 319+00

NOTED
TOM EDWARDS

Estimate of quantities and cost:

Material	$2,150.00
Labor	2,100.00
Equipment	1,000.00
Contractor's % Allow. . . .	892.50
	$6,142.50

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
This work is necessary in order to comply with right of way obligations, file #39842 (Georgia Pacific Corp.) and file #39835 (D. R. Schmidt). Funds are available in Contract Authorization. Work has not begun.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

OK E Saling for P.C.

Project authorization	$2,035,787.00
Present estimate of project cost, including $6,142.50 for work under this order	$2,035,787.00
Expected under-run / over-run amount	$0.00
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: Bobby D. Johnson
Resident Engineer

Approval Recommended: John Conner
REG. CONSTR. Engineer

Approval Recommended: [illegible]
Construction Engineer or Bridge Engineer

Approved [illegible]
Assistant State Highway Engineer

6-28-71

State Printing 9515

SEP 15 1970

F-111(12)
7476

September 14, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of September 9, 1970, is requested in the award of contract for the Grey Creek-N. Fork Coquille River Section, Project No. F-111(12).

The contractor receiving the award is Slate-Hall, in the amount of $1,685,088.50, with Contract No. 7476 assigned. This bid was received on September 3, 1970, and awarded on September 11, 1970.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Federal Highway Administration's Concurrence

Date_____
I concur in the award.

R. E. Simpson
Division Engineer

DAR:bb

RECEIVED
SEP 11 1970
FOR ...

F-111(12)
7476

September 11, 1970

Slate-Hall
11655 S.W. Barbur Blvd.
Portland, Oregon 97223

Gentlemen:

The State Highway Commission today awarded to you State Highway Contract No. 7476 in the amount of $1,685,068.50 on the Gray Creek-North Fork Coquille River Section of the Coos Bay-Roseburg Highway in Coos County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

or

bc: F. D. Morgan
I. D. Merchant
C. T. Keasey
Bobby Johnson
William Geibel (SAIF)

FORM PR-1240
(Rev. AUG 19 1970)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FEDERAL AID PROJECT NO.
F-111(12)

LETTER OF APPROVAL AND/OR AUTHORIZATION

For final.

STATE PROJECT NO.
GRAY CREEK-N. FORK COQUILLE RIVER SECTION

FROM:
MR. R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON F-111(12)

PROGRAM NO.

COUNTY NAME
COOS

ITEM NO.
487

PROGRAM STAGE (Check)
[ ] 1 [XX] 2

TO: 7426

8-13-70

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

Young w/enc. 8-18-70

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
8-12-70	8-12-70	FA PRIMARY ROUTE #14
		STATE ROUTE NUMBER: STATE PRIMARY ROUTE #35

LIMITS OF AUTHORITY

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN AMOUNT OF $5,000.00 AND EROSION CONTROL IN AMOUNT OF $18,000.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [XX] OTHER (Specify) CONTRACTOR'S FLAGGING $5,000; EROSION CONTROL 18,000
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [XX] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S AUGUST 10, 1970 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

OUR AUTHORIZATION IS CONDITIONED ON THE FOLLOWING:

1. YOUR OBTAINING RIGHT TO ENTER AND USE RIGHT OF WAY PARCELS 39482 - GEORGIA PACIFIC, 44487 - KING AND 44488 - HEAD, PRIOR TO OUR CONCURRENCE IN AWARD.

THE STANDARD SPECIFICATIONS FOR WELDED HIGHWAY BRIDGES AND INCIDENTAL STRUCTURES, JULY 1970 ISSUE, ARE APPROVED FOR USE ON THIS PROJECT.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

NOTED
F. B. KLABOE

NOTED
TOM EDWARDS

RECEIVED
AUG 17 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-13-70	R. E. Simpson	DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

TRANSACTION NUMBERS 8-14 AND 8-15

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 8-6-70

BY (Signature): MR. YOU NG'S JULY 23, 1970 LETTER

TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 487 THRU 488

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	LOCATION	WORK
487	F-111(12)	2.30	1,800,000	1,143,000	GRAY CR. - N. FORK COQUILLE RIVER SEC.	GRADE, DRAIN HIGH TYPE PAVEMENT
488	F-331(3)	0.27	625,000	397,000	KNOWLES CREEK TUNNEL	TUNNEL LINING

OTHER IDENTIFICATION AND/OR REMARKS (State)

Klaboe

Young 8-11-70

REMARKS (Division)

NOTED
F. B. KLABOE

NOTED
TOM EDWARDS

RECEIVED
AUG 7 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 11 1970

8-6-70

FOR FILING

F-111(12)
3476

RECOMMENDED

DATE: _____ SIGNATURE AND TITLE: _____

APPROVED

DATE: 8-6-70 SIGNATURE AND TITLE: R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-9

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID
(P

CARD 2	REPORT NUMBER (19) 1 (20)	PROJECT LOCATION (45 typewriter spaces) 21 SR 42 0.65 mi. N. of Myrtle Point N 2.3 mi. 65					ADT	PRESENT 3,450	FUTURE (66) 6,600 (70)	Y (7			
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Gr., Dr., H.T. Pavement 62		NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. A (74)				
CARD 4	CLASS OF FEDERAL FUNDS Primary							COUNTY NAME					
	NAME OF URBAN AREA 17-31							ROUTE NO. P	FEDERAL -				

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT TOTAL ESTIMATED COST	ESTIMATED PROJECT FEDERAL FUNDS
1	(1-4 5)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					PE		SR 42 0.65 mi. N. of Myrtle Point N. 2.3 mi. (Gray Creek-N. Fork Coquille River Section)			
5					ROW					
5					CONST (CODE) 6204			2.30	1,800,000	1,143,000
							PROJECT TOTALS	2.30	1,800,000	1,143,000

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES (18) (23) (24)

7-7-76

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

.3 mi. (65)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
		3,450	6,600 (56) (70)	90 (71) (72)	08	Oregon	35 (2) (3)	012 (4) (9)	487 (14) (18)

SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7 13	SEQ. NO.	T. Projects Only POST MI. (24) (26)	DESIG. 27
					F-	111(12)			

COUNTY NAME: Coos — CODE: 011 (14) (16)

ROUTE NO. P — FEDERAL-AID: 14 (32) — STATE: 35 (36) (37) — U.S. (41)

PROGRAM STAGE: [ ] 1 OR [X] 2

MILES (54) (55)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (56) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Gr., Dr., 4-12' lanes H.T. pave., 10' shldrs. and 4' median.
					ROW - 150' min.; access control - partial; parking restrictions - none.
2.30	1,800,000	1,143,000	657,000		
2.30	1,800,000	1,143,000	657,000		Railroad - protective service req'd.

(16) (22) (24) (33) REMARKS

(over)

USCOMM DUSCOMM-DC 46908-P61

GRAY CREEK-N. FORK COQUILLE RIVER SECTION

Project F-111(12)

Existing Facility:

Roadway consists of a 20' bituminous surface with 2' shoulders.

Adjacent Sections:

North and south end: 4-12' lanes bituminous pavement with 10' shoulders constructed under Projects F-111(9) and F-111(11).

Project Data:

The proposed project consists of grade and drain, construction of 4-12' lanes high type pavement, 4' median and 10' paved shoulders.

The work on a portion of the project is in very close proximity to the property and track of the Southern Pacific Transportation Company and it is possible that "Protective Services" may be required for the railroad tracks and rolling stock.

System action, railroad, airports, water development, historical and recreational areas - none involved.

BPR design approval given September 23, 1969.

Project review by State and District #7 Clearinghouses not required as right of way acquired prior to September 30, 1969. Bureau of Public Roads concurred by letter of February 19, 1970.

RECEIVED
OCT 3 - 1969
FOR FILING

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

F-111(12)
7-4-70

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 23, 1969

In reply refer to: 08-35-DB

FROM: R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-111(-)
Gray Creek-N. Fork Coquille River Section
Coos Bay-Roseburg Highway

Based on the facts included in your September 16, 1969 letter and a review of data in our files the location/design of the subject project is formally approved. Subsequent to the public hearing held in 1966 right of way appraisals and negotiations have been substantially completed. Also sections of the same route have been or are currently being constructed to the same standards on each end of the subject section.

NOTED
F. B. KLABOE

10-2-69

By ... STATE HWY. ENGR

RECEIVED
OCT 3 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM S-90 (12-67)
RECEIVED
JUL 15 1969

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
July 11, 1969

FOR FILING
F-111(12)
7476
To:

SUBJECT: Gray Creek-North Fork
Coquille River Section
Coos Bay-Roseburg Highway
Coos County

Mr. D. J. Barbee
Design Engineer

B U I L D I N G

Attention Mr. Donald E. Keyes
Preliminary Rural Design Supervisor

You may consider the following as a right of way statement to be used for requesting design approval from the Bureau of Public Roads on the above project:

There were 20 files on this project and descriptions were first received in the field on October 18, 1966. Appraisal and negotiation were authorized August 9, 1968, after a slow-down due to lack of funds. We now have 18 of these files optioned or settled with only 2 files that have not been closed. Neither of these files requires the displacement of any individual, family, business, farm, or nonprofit organization; consequently, no relocation is involved. The other files were closed on the basis of the regulations at the time of closing and with the proper regard for relocation.

G. E. ROHDE
Chief Counsel

John R. Oakes
Assistant Right of Way Engineer

JRO:DH

cc R. E. Simpson
R. L. Porter
F. B. Klaboe
Victor Wolfe
L. H. Young
Floyd Query
G. E. Rohde
H. S. Cox
R. L. Schroeder

RECEIVED
JUL 14 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR - 1 1968

Misc
F-111(12)
7476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 29, 1968

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: Indenture of Access
R/W File 40281-Haughton
Gray Cr.-N. Fork Coquille River
Coos Bay-Roseburg Highway

Attached is an indenture of access information form pertaining to a request from Richard Haughton for a change in the location and width of an existing access point on the southwesterly side of the highway two miles west of Myrtle Point. The request has been made to make the record agree with the actual location of an existing access point.

There is no public road affording highway land service to this property other than at existing accesses. The proposed change in location and width does not constitute an added hazard to the traveling public since there is no actual change in the existing physical location and width. No additional right of way or speed change lanes will be required. No payment was made for controlling the location of the access points.

No Federal funds have been expended on this section of highway since access control was acquired in February, 1967. Bureau of Public Roads approval is, therefore, not required.

Sketch maps also are attached for your information. The filing fee should be waived since this indenture is for a correction in the deed language.

It is recommended that the indenture be approved.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Staff Assistant

approved by Klaboe
file rel'd
D Morgan
3-1-68
copies to
Moehring
files

JAB-DES:nn
Encs.
cc: D. H. Moehring
C. T. Keasey
J. F. Hagemann

RECEIVED
MAR - 1 1968
OFFICE OF
STATE HIGHWAY ENGINEER

8-3343 Harris Beach State Park on the Oregon Coast Hwy. at north edge of Brookings. (Sewer system) 1970

#7477

NM 3979

RECEIVED
MAY 3 - 1971
FOR FILING
8-3343
7471

39-8

3-30-71

March 31, 1971

City of Brookings
City Hall
Brookings, Oregon 97415

MISC. CONTRACTS and AGREEMENTS No. 3979

Attention: Mrs. Marjorie McKernan
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of a supplemental agreement concerning installation of a sewer for service to Harris Beach State Park.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc Ray Wilson
(conf. agree. att.)

MAR 4 - 1971
FOR FILING
8-3343
7477

March 3, 1971

Oregon State Highway Commission

Gentlemen:

On June 2, 1970, the State entered into an agreement with the City of Brookings to provide for installation of a sewer. Under the agreement, the State was to pay for installation of an 8-inch pipe which would be used to service state park facilities and for which the State would provide all necessary maintenance.

It is now proposed to slightly alter the location of a portion of the sewer line, to increase its size from 8-inch to 10-inch diameter, and to make its maintenance a responsibility of the City of Brookings. Under the revised arrangement, service to others as well as to Harris Beach State Park will be possible.

A supplementary agreement has been prepared which if approved would authorize substitution of 10-inch diameter pipe for 8-inch pipe between a manhole northerly of Parkview Drive to a manhole opposite Station 21+45 on the Oregon Coast Highway. The City would accept the State's 8-inch pipe and provide 10-inch pipe without cost to the State and would assume all additional cost of installation of the larger pipe. The City agrees to assume all maintenance of the revised run of pipe and manholes at its terminal points at no cost to the State. The State agrees to general use of the 10-inch pipe run when completed. Under the original agreement, that run was restricted to State use.

The changes made possible under the supplementary agreement would result in no additional cost to the State

and would provide service to Harris Beach State Park as contemplated originally. An advantage through relief of maintenance of approximately 470 feet of sewer run would accrue to the State. I recommend your approval and request authority for the Secretary to sign the supplementary agreement for and on your behalf.

This matter will appear on the agenda for the March 30 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
Lloyd P. Shaw
E. S. Hunter
Victor D. Wolfe
David G. Talbot
C. T. Kassey

LPS:mc sr

RECEIVED
MAR 8 - 1971
FOR FILING

8-3343
7477

March 5, 1971

General Insurance Co. of America
1500 S. W. 1st
Portland, Oregon 97201

Gentlemen:

On March 1, 1971, we wrote to you concerning release of final payment on Contract No. 7477 granted to Le-Sano Construction Company for work in Harris Beach State Park in Curry County.

Final payment on this contract is $1,994 and the total contract amount is $31,338.89 including $988.26 for work performed under force account.

Very truly yours,

Floyd Cuery, Secretary
OREGON STATE HIGHWAY COMMISSION

Enc

cc Le-Sano Construction Co.
626 Spruce
Brookings, Oregon 97415

Frank Morgan
Ivan Merchant
V. E. Shoog
Attn: John Kerr
C. T. Keasey

RECEIVED
MAR 1 - 1971
FOR FILING

8-3343
7477

March 1, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed February 3, 1971 on Contract No. 7477. The contract was with DA-TONE Construction Company and was for a sewer system on the Harris Beach State Park Section in Curry County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective March 1, 1971 and that you concur in this procedure at the Commission meeting on March 30, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Foster
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
C. T. Keasey

VG:fw

RECEIVED
MAR 4 - 1971
FOR FILING
8-3343
7477

Salem, Oregon
February 18, 1971

Mr. David G. Talbot
State Parks Superintendent

Harris Beach State Park
Sewer System
Contract No. 7477

Attention Warren Gaskill

After a brief review of the attached communications from the City of Brookings, Regional Engineer C. T. Keasey, and Resident Engineer A. L. Chapman, I believe that the location and size of the sewer line to serve Harris Beach State Park (and now others) was changed during construction. This was done at the request and for the benefit of the City of Brookings.

Formal agreements were drawn up covering the originally planned installation which should now be amended to cover the actual installation. The amended agreement should make clear that the City of Brookings is to accept jurisdiction over the section of sewer line which was changed in size and location.

Please follow this matter carefully and see that it is properly documented.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc R. L. Porter
Tom Edwards
E. S. Hunter

A. E. Johnson
C. T. Keasey
A. L. Chapman

CITY OF BROOKINGS

The Home of Winter Flowers

Phone (503) 469-2163

898 Elk Drive
P. O. Box 'C'
Brookings, Oregon 97415

REFERRED TO
Admin
BY SECRETARY

February 4, 1971

Oregon State Highway Department
Salem, Oregon 97310

Subject: Harris Beach State Park
Sewer System
Contract No. 7477

Attention: Mr. Floyd Query

Edwards
Shaw

Gentlemen:

Pursuant to your request, the section of sewer from Park View Drive north of the first manhole has been inspected by Mr. Elmer Lee, Director of Public Works and myself and we find that the work accomplished to date by DaTone Construction to be acceptable to the City of Brookings.

It is also made a matter of record at this time that for the consideration made by the City in relocating a portion of the line south of Park View Drive, as outlined in our letter of November 9, 1970, to Mr. A. L. Chapman, for which acknowledgement has never been received, the City will have use of this north section of the line for future service extensions to areas not now served by sanitary sewers.

2-8-71

Very truly yours,

Edward W. Riley

EDWARD W. RILEY
City Engineer

cc: Mayor
REcorder

EWR:d

Ms. Riley
Your letter has been received & forwarded to the office of the State Hwy. Engr.
Floyd Query.

NOTED
TOM EDWARDS

RECEIVED
FEB 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER
NOTED
LLOYD P. SHAW

NOTED
E.S. HUNTER
2-11-71

RECEIVED
STATE HIGHWAY ENGINEER

Shaw
Checked this out and found that the City signed agreement Wed. 10th some should come in about Fri.
ESH

FORM E-20 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

November 23, 1970
Roseburg, Oregon

To: David G. Talbot
State Parks Superintendent
S A L E M

SUBJECT: Harris Beach State Park
Sewer Line Construction
Contract 7477

As you are already aware, the alignment of the 8-inch sanitary sewer line as shown on sheet 4 of the plans for the subject project between Station 21+45 and 26+15 was changed due to a proximity conflict with a city water main. Instead of placing the sewer along the westerly side of the highway as indicated and crossing at Station 25+50, the crossing was made at Station 21+45 and thence southerly along the easterly side of the highway.

The agreement with the City of Brookings for the hookup with the city sewer system was made by the State Parks Department. Under that agreement the State would be responsible for maintenance and would retain jurisdiction over the entire run of sewer to its terminus at the manhole at Station 26+15.

We have been approached by the City with a proposition whereby the relocated sewer line on the easterly side of the highway would be enlarged from 8-inch to 10-inch nominal diameter, the City to furnish the large size pipe in exchange for the 8-inch which our contractor has on hand, and the City to pay for any additional cost in laying the larger size pipe. In addition the City would accept jurisdiction and maintenance of the new 10-inch line, including the new manhole on the easterly side approximately opposite Station 21+45.

In return for this, the City would then have the right and privilege of making subsequent extensions and connections to this sewer to accomodate anticipated development northeasterly from this sewer line.

I see no objection to this proposal and recommend that the agreement be modified to cover these changes.

After discussing this with you by phone several days ago, I asked our Resident Engineer on the project, A. L. Chapman, to obtain a letter from the City requesting these changes.

NOTED
E. S. HUNTER

November 23, 1970

David G. Talbot

Page 2 of 2 pages

If you will see to the revision of the agreement as outlined, I will ask Resident Engineer, A. L. Chapman, by a copy of this letter, to document the change in the contract by a price agreement, and also ask District Engineer Sandmann to prepare a standard permit to cover the portion of the sewer line to be taken over by the City.

Copies of the letter from the City and Chapman's report are attached.

C. T. KEASEY
Regional Engineer

CTK:ejb
Attach.
cc: F. D. Morgan
R. N. Bothman
R. A. Sandmann
A. L. Chapman

CITY OF BROOKINGS
The Home of Winter Flowers

Phone (503) 469-2163
898 Elk Drive
P. O. Box 'C'
Brookings, Oregon 97415

November 9, 1970

Mr. A.L. Chapman
State Highway Division
Grants Pass, Oregon

Ref: Harris Beach, Sewer Project
City of Brookings, Oregon

Dear Mr. Chapman,

With reference to the above project certain modifications have been made in the Sanitary Sewer alignment from the Harris Beach State Park to the connection to the City extension at Park View Drive and Highway 101.

The Highway crossing from the Park has occurred approximately 175 feet North of the City's receiving manhole at Park View Drive and Highway 101. The proposal is to continue the 8" line South along the East side of the Highway to the City's manhole at Park View Drive. The City's plans for future service indicates this line should be a 10" to adequately handle the area to the North of Park View Drive. The City also requests that the condition that this section of line be used soley for Park purposes be deleted in it's entirety.

The construction of the line (8") as proposed duplicates a future effort and increases the cost of construction by having to work adjacent to an existing line and relocation to avoid the manhole at the Highway crossing.

The City has already relocated a portion of the line to Park View Drive to accomodate the relocated line from the Park, for which we have never received formal approval or acknowledgement of the District Maintenance Superintendent or the Parks Department.

The City would appreciate, as a matter of record, the acknowledgement to increase the line to 10", delete the section whereby the sole use of this portion

of the line is for the Park only and that the section of line relocated to accomodate the Park's modification has the blessing of all concerned.

Very truly yours,

EDWARD W. RILEY
City Engineer-City of Brookings

cc: Elmer Lee

EWR: s

8-3343 7477

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Harris Beach State Park		WEEK ENDING: February 13, 1971
		SECTION PREFIX: 8-3343
HIGHWAY:		COUNTY: Curry
NAME OF JOB: Harris Beach State Park	KIND OF WORK: Sewer System	
CONTRACTOR: Da-Tone Const. Co.	CONTRACT NUMBER: 7477	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: September 11, 1970	DATE WORK STARTED: September 28, 1970	ESTIMATED COMPLETION DATE: February 3, 1971
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: April 15, 1971	PERCENT OF TIME ELAPSED: 67
PROJECT AUTHORIZATION: $ 36,617.10		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 33,419.10	ENGINEERING AUTHORIZATION $ 3,198.00	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 31,342.05	ENGINEERING COST TO DATE $ 4,200.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97.1
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 6.2 %	PERCENT OF AUTHORIZATION 131.3 %	DATE PROJECT WAS COMPLETED: February 3, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Sewer Pipe 100	
100	100	100					

	GRADING	~~OIL AND/OR~~ Sewer Pipe	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2,000	4,680			
TOTAL QUANTITIES CORRECTED TO DATE	1,386	4,242			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,386	4,242			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Morgan
Dricker
Bond
Walker
Lochine
Johnsen

RECEIVED
FEB 16 1971
CONSTRUCTION
DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY Feb. 7, 1971	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The Semi-Final was mailed to the Region office Thursday.

This is the final report.

SIGNED Vernon E. Skull LOCATION Brookings

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

SEP 28 1970

FOR FILING

8-3343
74777

September 25, 1970

The Honorable Harold Young
Mayor of Brookings
City Hall
Brookings, Oregon 97415

MISC. CONTRACTS and AGREEMENTS No. 3729

Dear Mayor Young:

In accordance with the agreement of June 2, 1970 between the City of Brookings and the State Highway Commission, a check for $15,987 is enclosed.

This letter is the State's notice to the City to begin construction of the sewer extension as provided in Section 3 of the enclosed agreement.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

Enclosures

WHG:al mc

bc R. L. Porter
Tom Edwards
E. S. Hunter
V. E. Skoog
H. S. Cox
D. G. Talbot

RECEIVED
SEP 11 1970
FOR HANDLING

8-3343
7477

De-Ione Construction Company
P. O. Box 1140
Brookings, Oregon 97415

Gentlemen:

The State Highway Commission today awarded to you State Highway Contract No. 7477 in the amount of $31,880 for the sewer system in Harris Beach State Park on the Oregon Coast Highway in Curry County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

bc F. D. Morgan
I. D. Merchant
C. T. Keasey
A. L. Chapman
William Geibel (SAIF)
David Talbot

RECEIVED
JUL 13 1970
FOR FILING

8-3343
1-74.77

3a-3

6-2-70

June 4, 1970

Hon. Harold Young
Mayor of Brookings
City Hall
Brookings, Oregon 97415

MISC. CONTRACTS and AGREEMENTS No. 3979

Dear Mayor Young:

Attached for your records is a fully executed copy of an agreement allowing the State to connect to the City of Brookings' sewer system to service Harris Beach State Park.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc David Talbot
Attn: Warren Gaskill
(conf. agreement attached)

RECEIVED
MAY 13 1970
FOR FILING
8-3343
7477

May 12, 1970

Oregon State Highway Commission

Gentlemen:

Sewage disposal at Harris Beach State Park in Brookings, Curry County, has been troublesome for years. As is common with septic tank installations in areas where soil is shallow, the drain fields required with this system of treatment have been only marginally satisfactory. We propose to expand the camp facilities at Harris beach and have reached an understanding with the City of Brookings whereby the City would provide sewage treatment adequate to the needs of the park.

An agreement has been prepared which provides that the City extend its existing sewer system to a point near the park boundary. The State would connect the park facilities to the extended city sewer by construction of appropriate sewer lines within the park. Thereafter, the City would treat sewage from the park and charge for that service at the rate of $5 per year per camp unit. A connection payment of $15,987 would be made to the City upon approval of this agreement.

The connection payment is equivalent to about two cents per square foot of developed area served. This compares with a charge made by the City against privately owned properties of 2 1/2 cents per square foot. The annual charge for sewage treatment at $5 per campsite would total $595. Total first year payment to the City would be approximately $16,600 depending on the exact number of camps served in that period.

The agreement provides that if the City increases sewage treatment rates to its other users, a proportional increase in rate may be made in charges to the State.

I recommend approval of the agreement and request authorization for the Secretary to sign it for and on your behalf.

This matter was verbally approved by Chairman Jackson on May 11 and will be on the agenda for the June 2 Commission meeting for confirmation.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Quary
R. L. Porter
Lloyd P. Shaw
V. D. Wolfe
David G. Talbot
V. E. Skoog
H. S. Cox
C. T. Keasey

LPS:ajw sr

I-5-1(73) Rogue River Interch. Sec., of 1970
50 Pac. Hwy., E. of Grants Pass
#7478 (Grad., guardrail & illum.)

CLA 3939

RECEIVED
AUG 17 1972

FOR FILING

7478

August 15, 1972

General Insurance Co. of America
1300 S. W. 5th Ave.
Portland, Oregon 97201

Gentlemen:

A post-final payment for $2,700 will be made to Sims Electric, Inc., on Contract No. 7478 for work on the Rogue River Interchange Section of the Pacific Highway in Jackson County as soon as the warrant is prepared.

The total amount paid on this contract will be $131,630.66 including the post-final payment. Of the total $140.02 is for force account.

Very truly yours,

Floyd Henry, Secretary
OREGON STATE HIGHWAY COMMISSION

Cha
cc Sims Electric, Inc.
721 S.E. Oak Avenue
Roseburg, Oregon 97470

C. T. Henry
Walt Hart
V. E. Haag
Attn: John Herr
James Versteeg

RECEIVED
FILING

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: August 4, 1972

7478

In reply refer to: 10-35-DB

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-1(73)50
Rogue River Interchange
Request for Time Extension

cy - Ward Skaug
Yourtee
Venetz
8-10-72

Mr. A. E. Johnson's July 25 letter on the above project has been reviewed. Based on my July 25 memorandum to Mr. George M. Baldwin, Administrator of Highways, which supports the 190 day delivery time for illumination and signal poles, this office reconsiders the past denial and will concur and participate in the 27 day time extension as requested.

NOTED
A. E. JOHNSON

8-9-72

NOTED
TOM [illegible]

RECEIVED
AUG 8 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

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JUL 27 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7478

DATE **July 27, 1972**

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Extension of Time, Contract No. 7478**
Rogue River Interchange Section
Pacific Highway

Sims Electric, Inc., contractor for a guard rail, illumination and grading project on the subject section, Contract 7478, has requested an additional 32 calendar days in which to complete the contract work without assessment of liquidated damages. The contractor cites delay in the delivery of illumination poles as his reason for failure to complete the work in the time allotted.

This request has previously been rejected on the basis that non-delivery of material is not reason for an extension of time. However, in view of the results of the recent study of the required delivery time for illumination and traffic signal poles on numerous projects, this request has been reconsidered.

This contract was awarded September 11, 1970, and allotted 180 calendar days to complete the work. This forecast a completion date of March 24, 1971. The work was placed under a stop work order September 26, 1970, which was rescinded on October 19, 1970. Calendar days were not counted while the stop work order was in effect.

The stop work order adjusted the completion date to April 17, 1971. The work was completed May 18, 1971, with 212 calendar days charged, an excess of 32 days over the allotted 180 calendar days.

(more)

Allowance of 190 days for delivery of the poles, as determined by the study, projects an allowable completion date of May 13, 1971, which is 27 days after the original projected completion date of April 17, 1971, and 5 days before the actual completion date of May 18, 1971.

On the basis of the above, I have granted the contractor a 27-day extension of time without the assessment of liquidated damages, with the remaining 5 days to be assessed at $100 per day for a total of $500, in accordance with authority given me by you.

This information has been forwarded to the Federal Highway Administration for their concurrence, but as yet their reply has not been received. If they do not concur, participation from federal funds will not be available.

This matter will be on the agenda for your concurrence at the August 8 meeting.

JD:ag fa

bc Floyd Query
George M. Baldwin
F. B. Klaboe
A. E. Johnson
C. T. Keasey
L. H. Young
V. E. Skoog
J. H. Versteeg
V. L. Gallagher
Gary Sund
Gary Ross

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7478 Contractor Sims Electric, Inc.

Highway Pacific

Section Rogue River Inter.

Kind of Work Grading, guardrail & Illumination

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED or GRANTED. The reasons for such recommendation are as follows: See attached correspondence.

~~Non-delivery of materials is not a reason for extension of time without excessive damages.~~

Delay in pole delivery not sufficient reason for extension of time for 32 days requested.

Grant 27 days for excessive delay in pole delivery.

Recommended for Approval:

REG. CONSTR. ENGR. Division Engineer

Bridge Engineer

State Highway Engineer

Contract No. 7478

Project designation 1-5-1(73)50 (State-Federal)

Date awarded 9-11-70

Work started 10-26-70

Per cent completed 100%

No. of ~~Workdays~~ calendar days Allowed (Date) 180

No. of ~~Workdays~~ calendar days Used 212

No. of Added ~~Workdays~~ calendar days Requested ~~32~~ 27

E-130 (Rev.)—SH—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date June 14, 19 71

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 180 days to 212 days, within which to complete our Contract No. 7478, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: From Friday, April 9th to Tuesday, May 18th.

Work was prevented because of unavailability of the Illumination Poles. As outlined in the attached correspondence this Contractor has made every effort to secure the poles within the 180 day period taking all reasonable steps to assure delivery, and delivery was not possible. Secondly, it has become apparent that the Highway Commission has recognized this problem and is now writing longer terms for the contracts, all as pointed out in the attachments.

Respectfully submitted,

Sims Electric, Inc.
Contractor

By Ray O. Sims, President

CONSENT OF SURETY

Date June 14, 19 71

We, GENERAL INSURANCE COMPANY OF AMERICA

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

J. K. Bailey Attorney-in-fact
BAILEY & DE BERNARDI INSURANCE, INC.

(SEAL)

J. K. Bailey Resident Agent

RECEIVED
JUL 27 1972
FOR FILING
7478

July 26, 1972

Sims Electric, Inc.
721 Oak Avenue S. E.
Roseburg, Oregon 97470

Gentlemen:

The State Highway Division has reviewed your request for an additional 32 days to complete Contract 7478 for work on the Rogue River Interchange Section, Guard Rail, Illumination and Grading, on the Pacific Highway in Jackson County.

After reconsideration of all available information regarding this project, the State Highway Division has granted you a 27-day extension without the assessment of liquidated damages.

If there are other pertinent facts which have not yet been considered, please contact the Resident Engineer, the Regional Engineer, or the Bridge Engineer in the Salem office.

Very truly yours,

George H. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

bc: Floyd Query
L. H. Young
F. B. Klaboe
W. J. Hart
J. H. Versteeg
Keith Martin
V. E. Skoog
JD:ag cg

RECEIVED
JUL 26 1972
FOR FILING

7478

July 25, 1972

TO Mr. Glen L. Green
Acting Division Engineer
Federal Highway Administration

FROM A. E. Johnson
Assistant State Highway Engineer

SUBJECT Request for Extension of Time
Rogue River Interchange Section
Guardrail, Illumination and Grading
Pacific Highway, Jackson County
Contract No. 7478
FAP No. I-5-1(73)50

Sims Electric, Inc., contractor for the subject project, has requested an additional 32 calendar days in which to complete the contract work without assessment of liquidated damages. The contractor cites delay in the delivery of illumination poles as his reason for failure to complete the work in the time allotted. This request has previously been rejected on the basis that nondelivery of material is not reason for an extension of time. However, in light of the results of the recent study of the required delivery time for illumination and traffic signal poles on numerous projects, the request is being reconsidered.

This contract was awarded September 11, 1970 and allotted 180 calendar days to complete the work. This forecast a completion date of March 24, 1971. The work was placed under a stop work order September 26, 1970, which was rescinded on October 19, 1970. Calendar days were not counted while the stop work order was in effect.

The stop work order adjusted the completion date to April 17, 1971. The work was completed May 18, 1971

(more)

with 212 calendar days charged, an excess of 32 days over the allotted 180 calendar days.

Allowance of 190 days for delivery of the poles, as determined by the study, projects an allowable completion date of May 13, 1971, which is 27 days after the original projected completion date of April 17, 1971, and 5 days before the actual completion date of May 18, 1971.

We are recommending that the contractor be granted a 27-day extension of time without assessment of liquidated damages, with the remaining 5 days to be assessed at $100 per day for a total of $500.

Your concurrence and participation in this matter is requested.

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
C. T. Keasey
Walt Hart
Vern Skoog
L. H. Young
J. H. Versteeg

JD:ag ja

RECEIVED
APR 12 1972
FOR FILING

FORM FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

1478

DATE: April 6, 1972

In reply refer to: 10-35.5

FROM : for R. E. Simpson, Division Engineer
R. E. Backlund
Salem, Oregon

SUBJECT: Oregon Project I-5-1(73)50, Rogue River Interchange Section
Oregon Project F-181(23), Saddle Mountain Junction - Little N. Fork Nehalem River Section

4-11-72
REFERRED TO
Jerry Stang

The participating construction engineering as claimed on the final vouchers on these two projects exceeded the 10 percent limitation provided in Section 121(d) of Title 23, U.S.C. The amount in excess of the 10 percent limitation is the amount of liquidated damages.

PPM 30-6, paragraph 5 d (4) (a) 1 states:

> (4) Construction Engineering: Costs may be claimed on the basis of actual expenses incurred or on a percentage basis under the provisions of PPM 30-2.1.
>
> (a) Actual cost basis:
>
> 1. When claimed on an actual basis, costs should be shown as a lump sum in the "Amount" column as an additive to the total contract construction amount that is eligible for Federal participation without considering liquidated damages assessed against the contractor, not to exceed 10 percent of participating construction costs (15 percent where approved by the Administrator) on projects where reimbursement for construction engineering is limited by law. No supporting documents need accompany the voucher, but the State should assure that adequate accounting and source records are maintained in support of its claim. (Ref: paragraph 8) Costs for construction engineering incurred by private organizations, railroads, or public utilities should be shown separately opposite the name of the organization. [underscoring added]

You are also referred to paragraph 5 d (6) (a) of the same PPM, which states:

> (a) Actual Cost - The total construction engineering costs otherwise eligible for Federal participation should be reduced by liquidated damages assessed pursuant to PPM 21-7. [underscoring added]

FBK

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

We are adjusting the final vouchers to conform with the requirements of Title 23, PPM 21-7, and PPM 30-6. The vouchers will be processed in a reduced amount.

RECEIVED
APR 10 1972
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem
March 14, 1972

SUBJECT: Contract Nos. 7478 & 7497

To: A. E. Johnson
Assistant State Highway Engineer

O F F I C E

A. E. JOHNSON

Tillman & Booth, Inc. who supplied the poles for the Rogue River and Klamath Falls Interchanges are protesting the assessment of liquidated damages which were recommended to the Highway Commission.

Attached is their presentation. Please review this and give me your final recommendation.

Tom Edwards
State Highway Engineer

TE:ms
Att.
cc George M. Baldwin
F. B. Klaboe

NOTED
W. J. HART

RECEIVED
MAR 28 1972
BRIDGE DIVISION

OREGON STATE HIGHWAY DIVISION

1971 DEC 1 AM 9 03

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 30, 1971

Tillman & Booth, Inc.
P. O. Box 1148
Eugene, Oregon 97401

Gentlemen:

Your letter of November 12, 1971, concerning the assessment of liquidated damages on Contracts Nos. 7478 and 7497 awarded to Sims Electric, Inc., was referred to our Construction and Bridge Sections.

We have been advised that the information contained in your letter was considered in recommendations made to the Highway Commission concerning the assessment of liquidated damages on these two contracts.

Very truly yours,

Floyd Query

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:dr

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MAR 28 1972
BRIDGE DIVISION

TILLMAN & BOOTH, INC.
WHOLESALE DISTRIBUTORS
EUGENE . . . MEDFORD . . . KLAMATH FALLS

November 12, 1971

Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Attention: Mr. Floyd Query, Secretary

Re: Contract No. 7478, Rogue River Interchange, Pacific Highway, Jackson County; Guardrail, illumination and grading;
Contract No. 7497, Klamath Falls, Main Street, Interchange, illumination.

Gentlemen:

The undersigned Tillman & Booth, Inc., an Oregon corporation (supplier) furnished to Sims Electric, Inc., an Oregon corporation (contractor) the electrical items required in the prosecution of the work under the above numbered contracts.

Application is hereby made by the undersigned on its behalf as such supplier and on behalf of the contractor, for waiver by the Commission of assessment of liquidated damages for non-completion of each of the contracts within the time stipulated therein. The real and true reason for this application is that when due consideration is given to the type and character of facilities required to be furnished under the contract provisions and the necessity of securing "High Mast" area lighting poles from a manufacturer distant from the State of Oregon, the practical impossibility of predicting a relatively precise time that the manufacturer's products will be produced, shipped and received at the job site becomes quite evident, and in the circumstances, allowance of only 180 days for contract completion was unrealistic at the time the above mentioned contracts were awarded. No delays were encountered in the actual installation work and no claim is being made for excess installation costs by reason of the long wait for delivery of the lighting tower assemblies. In both projects, the installation work was finished immediately on receipt of the lighting tower assemblies.

On the Rogue River project, the eight high mast area lighting tower assemblies, from 100 to 125 feet in length, were ordered from, manufactured

(503) 343-7701 O 215 WEST FIFTH AVENUE O POST OFFICE BOX 1148 O EUGENE, OREGON 97401

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MAR 28 1972
BRIDGE DIVISION

and shipped by Union Metal Manufacturing Co., Canton, Ohio; the penalty clause is $100 per day and if strictly enforced amounts to $3,200.

In clear recognition of the difficulties stemming from the extremely restrictive time limitations in the contracts, both the supplier and the contractor from the very beginning exerted every reasonable effort to expedite the manufacture to specifications and delivery of the lighting tower assemblies. This is demonstrated by -

(1) Purchase order from contractor to supplier bears date September 14, 1970, three days after the award on September 11, and one day prior to date the contract was sent out to the contractor by the Commission, with advice that calendar date count would begin September 26, 1970. This purchase order calls attention to the 180 day completion time and to the $100 per day penalty;

(2) Letter from contractor to manufacturer, dated September 14, 1970 calling attention to the short time limit and penalty and pointing out that time is of the essence;

(3) Letter of September 18, 1970 from contractor to Oregon State Highway Department requesting in view of the short duration of time the manufacturer be permitted to send shop drawings directly to the Department to expedite the handling;

(4) Letter of October 1, 1970 from manufacturer to Oregon State Highway Department furnishing drawings as a direct submittal for the high mast lighting poles, and informing the Department the manufacturer would be in a position to proceed with manufacture and shipment on receipt of approved prints of drawings and specifications;

(5) Letter of October 16, 1970 from contractor to Department stating that the manufacturer would not release the product until shop drawings were approved;

(6) Approval by Department of drawings on Rogue River Interchange sent out October 19, 1970;

(7) Letter of October 20, 1970 from manufacturer's Portland, Oregon representative acknowledging receipt of approved drawings and advising of their being forwarded to the Canton, Ohio plant for immediate release of order for manufacturer;

RECEIVED
MAR 28 1972

(8) Letter from manufacturer of November 19, 1970 giving estimate of shipment on March 5, 1971, with notation thereon by supplier of telephone instructions to manufacturer to better the shipping schedule;

(9) Sales order of manufacturer dated January 4, 1971 based on supplier's purchase order requesting shipment as soon as possible, indicating the estimated shipment date of March 4, 1971;

(10) Telephone call by supplier to manufacturer February 12, 1971 advising of the mandatory requirement that the poles arrive not later than March 31, 1971 to enable completion of the job April 16, 1971;

(11) Letter of February 15, 1971 from manufacturer stating that because of the in-transit time involved, a specific delivery date could not be established, declining responsibility for liquidated damages, but indicating it would appear the required delivery dates would be met

The last lighting pole section was received on the job site at the Rogue River Interchange on Monday, May 17, 1971, too late to complete the installation until May 18, 1971.

It was simply impossible notwithstanding the consistent and persistent efforts of the contractor and supplier to secure delivery of the complete lighting pole assemblies within the limit of time set forth in the contract.

On the Klamath Falls project, the 20 pole assemblies were obtained from Union Metal Manufacturing Co.'s Pacific Union Metal Division at Fremont, California; the penalty clause is $30 per day and amounts to $2,010 (after taking into account a two day extension heretofore granted without assessment of the liquidated damages).

Approximately the same situation obtained with respect to delivery of the lighting poles on this project as occurred on the Rogue River project, with every effort being exercised on part of contractor and supplier to expedite manufacture and shipment to arrive within the time limit.

It has come to our attention that since the contracts in question were awarded, a greater length of time has been prescribed and allowed as the deadline date for completion of other projects where lighting tower assemblies have been involved. As we understand it, contracts were awarded at bid opening days

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MAR 28 1972

on April 29 and 30, 1971, allowing for completion as to:

Beaverton, 250 days
Bend, 250 days
Coos Bay, 240 days
Estacada, 400 days

This leads us to believe that previous experience in the way of time involved in obtaining deliveries of specially designed lighting tower assemblies may well have been persuasive in later decisions relating to time within which contracts reasonably could be completed. It is therefore respectfully requested that a waiver of penalty be made in respect of contracts No. 7478 and No. 7497 and that a 32 day extension of time for completion be allowed as to contract No. 7478 and an extension of 69 days (including the two days heretofore allowed) for completion be allowed as to contract No. 7497.

If consistent, and time permits, we would like an opportunity to be heard at the time this matter is presented to the Commission.

Very truly yours,

TILLMAN & BOOTH, INC.

By_____
President

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MAR 28 1972
BRIDGE DIVISION

SIMS ELECTRIC, INC.

721 S. E. OAK AVENUE
ROSEBURG, OREGON 97470

DATE 9 / 14 / 1970

PURCHASE ORDER No. 5140
PUT THIS NUMBER ON YOUR INVOICE

To: Tillman & Booth Inc.

Address 215 5th St. West

City Eugene, Oregon

QUAN.	PLEASE ENTER OUR ORDER FOR THE FOLLOWING:	AMOUNT
	Att: Bob Fries & Bill McCully	
All	In accordance with plans and specifications for the Oregon State Highway Dept. Rogue River Interchange Highway Illumination Contract #7478 kindly supply the following:	
8	Union Metal Galvanized steel area lighting tower assemblies complete with luminaire bracket arm assemblies, handholes, anchor bolts service car jack-staff and cable assembly all as specified including detail on the light pole table, FOB jobsite	
	For the sum of $19,000.00	
	Please supply immediatly the shop drawings, all as specified, submitted for approval. Rush anchor bolts all possible so that underground work can be accomplished before winter weather.	
X	This is a penalty job in which 180 calander days are allowed for completion. Delays which are strictly the fault of the pole manufacturor or supplier which result in penalty will be their responsibility. ($100.00 per day)	

ORDERED BY Ray Sims

PLEASE ENCLOSE PACKING SLIP AND SHOW OUR P. O. NUMBER ON ALL SHIPMENTS.

THE UNION METAL MANUFACTURING CO.
Quality Products Since 1906
CANTON, OHIO 44705 • AREA CODE 216 • TELEPHONE 454-6111

PLEASE REPLY TO –
ROOM 202 - SYLVAN BLDG.
2035 S.W. 58TH STREET
PORTLAND, OREGON 97221
TELEPHONE: (503) 292-8881

February 15, 1971

Tillman and Booth, Inc.
P. O. Box 1148
Eugene, Oregon 97401

Subject: Your Order EE-86355
Union Metal Order D-43988
Sims Electric Job
State of Oregon Project 7478
Rogue River Interchange

Gentlemen:

This is in reference to the letter of February 12th from Sims Electric, which was copied to you. Sims' letter establishes the completion date of this project, indicates the liquidated damages and states "Kindly advise your plant of their responsibility for the cost of delay". We regret that we must decline any participation in liquidated damages. Your order to us bore no mention of liquidated damages and it is our policy that we would not accept such an order with this stipulation. We do our best to furnish poles and other materials required by the customer, but must refer you to the following paragraph from our original quotation.

"Delays: Seller agrees to ship material as nearly on schedule as possible but shall not be held responsible for any delays in manufacturing or delivery of the products covered in this proposal, caused by fires, floods, strikes, differences with workman, accidents, embargoes, delays in transportation, shortage of cars or trucks, shortage of material or labor, or any other cause beyond the control of the Seller."

Because of the in-transit time involved with this type of material, we cannot establish a specific delivery date, but it would appear, at this writing that the schedule for these poles will comply with the delivery requirements outlined in Sims Electric's letter. These poles will be galvanized in Portland, Oregon and then reshipped to the job site. As soon as they are in transit to Portland and we can establish a relatively close delivery date, we will contact you.

Mr Semlit

RECEIVED
MAR 28 1972

Thank you for your consideration.

Very truly yours,

G. W. Kolling

G. W. Kolling
District Sales Manager
Northwestern District

GWK:gh

cc: A. H. Erzigkeit - Canton

RECEIVED
MAR 28 1972

THE UNION METAL MANUFACTURING CO.
Quality Products Since 1906
CANTON, OHIO 44705 • AREA CODE 216 • TELEPHONE 454-6111

PLEASE REPLY TO—
ROOM 202 - SYLVAN BLDG.
2035 S.W. 58TH STREET
PORTLAND, OREGON 97221
TELEPHONE: (503) 292-8881

October 20, 1970

Tillman and Booth, Inc.
P. O. Box 1148
Eugene, Oregon 97401

Attention: Mr. McCully

Subject: Your Order EE-86355
Union Metal Order 43988
State of Oregon Contract 7478
Sims Electric Job
State of Oregon Project
Rogue River Interchange
Pacific Highway, Oregon

Gentlemen:

This is to advise that we have received in today's mail, direct from the Bridge Division of the State of Oregon, approved as noted drawings of our pole submittals on the subject job. We are forwarding these approved prints to our plant today, requesting immediate release of this order for manufacture.

Very truly yours,

G. W. Kolling
District Sales Manager
Northwestern District

GWK:gh

RECEIVED
MAR 28 1972

THE UNION METAL MANUFACTURING CO.

Quality Products Since 1906

CANTON, OHIO 44705 • AREA CODE 216 • TELEPHONE 454-6111

Date : 11/19/70

U. M. # : D43988

Your # : EE 86355

Project : Rogue River Interchange
Pacific Highway

To Tillman + Beeth Inc.
215 W Fifth Ave
Eugene Oregon 97401

Attention: Mr Lisse

This is to advise you that we now estimate shipment of the subject order section(s) 1 the week of 3-5-71.

We hope that this information meets with your approval.

Very truly yours,
THE UNION METAL MANUFACTURING CO.
Order Service Department

11-15 Talked to Gerry K
11-24 he will try to hit the
shipping schedule.
RT

CC GW Kolling Portland Oregon.

RECEIVED
MAR 28 1972
BRIDGE DIVISION

910

T. E UNION METAL MFG CO.

Canton, Ohio

Tillman -Booth

SALES ORDER

DATE REC'D 1971 JAN 4 DATE AM 10 16 10-20-70 eh

Our Order No. D-43988

PURCHASED BY

Tillman & Booth, Inc.
P. O. Box 1148
215 W. Fifth Ave.
Eugene, Oregon 97401

CUSTOMER'S ORDER NUMBER	DATE
EE 86355	6-30-70

TERMS: Net 30

SHIP TO

(See note 2)

	CLASS	GROSS	COM. DISC.	FREIGHT	NET
	12				

SHIP VIA Truck Ppd
MARKS: EE 86355

QUAN.	DESCRIPTION T.C.	UNIT COST	TOTAL
	PROJECT IDENTIFICATION: OREGON STATE HIGHWAY DEPT. ROGUE RIVER INTERCHANGE PACIFIC HIGHWAY ROGUE RIVER, OREGON		
	Section 1		
	Special		
2	Design 72070-Y116, Steel Light poles,		
	Drgs. 72070-E51, Rev. R3 (Dimension "X" to be 19" and "Y" to be 14-½"		
	LESS ANCHOR BOLTS AND NUTS ,		
	Special		
4	Design 72070-Y123, Steel Light poles,		
	Drgs. 72070-E51, Rev. 13(X-19" & Y-14-½ LESS ANCHOR BOLTS AND NUTS.		
	CONT. ON PAGE 2)		

ACKNOWLEDGMENT

Thank you for your order. Please refer to our number indicated above if further correspondence is necessary. Date shown below is our best estimate of shipment. We expect to meet this date, but cannot guarantee it.

O. B. FACTORY Frt Ppd & Allw'd

Comm. $

ORDER NO. D-43988

DATE SHIPPED

91-2

RECEIVED
MAR 28 1972
BRIDGE DIVISION

THE UNION METAL MFG. CO.

Canton, Ohio

SALES ORDER

DATE REC'D	DATE ENT'D	Our Order No.	D-43988

PURCHASED BY

Page 2

CUSTOMER'S ORDER NUMBER	DATE

TERMS:

SHIP TO

SHIP VIA

	CLASS	GROSS	COM. DISC.	FREIGHT	NET

QUAN.	DESCRIPTION T.C.	UNIT COST	TOTAL
1	Special Design 72070-X117. Steel Light pole Reg. 72070-E51, Rev. #3 (X=19" & Y=14-1/2") LESS ANCHOR BOLTS AND NUTS.		
1	Special Design 72070- X125. Steel Light pole Reg. 72070-E51, Rev. #3 (X=19" & Y=14-1/2") LESS ANCHOR BOLTS AND NUTS		
5	Design 360'-X6 Two-Way Steel Light Mounting Per Drg. 360'-69. Also to be P.E. Galvanized.		
2	Design 360'-X7 Four-Way Steel Light Mounting Per Drg. 360'-69, Also to be P.E. Galvanized.		
	Continue on page 2		

F. O. B. FACTORY

Comm. $

ORDER NO. D-43988

DATE SHIPPED

FORM 91-2

RECEIVED
MAR 28 1972

THE UNION METAL MFG. CO.

Canton, Ohio

SALES ORDER

DATE REC'D | DATE ENT'D | Our Order No. D-43988

PURCHASED BY

Page 3

CUSTOMER'S ORDER NUMBER | DATE

TERMS:

SHIP TO

SHIP VIA

	CLASS	GROSS	COM. DISC.	FREIGHT	NET

QUAN.	DESCRIPTION T.C.	UNIT COST	TOTAL
8	SECTION 2 Design 2G-1766-Y9 Anchor cages per Drg. 2G-1766-G46		

F. O. B. FACTORY

Comm. $

ORDER NO. D-43988

DATE SHIPPED

FORM 91-2

RECEIVED
MAR 28 1972

October 16, 1970

Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Attention: Mr. Walter J. Hart
Administrative Engineer

~~Subject~~: State of Oregon Contract 7478
~~Sims Electric~~, Inc. Job
Rogue River Interchange
~~Pacific Highway, Oregon~~

Gentlemen:

According to a copy of a letter received from Union Metal Company, dated October first, they supplied luminaire pole shop drawings for approval. Since we have not heard directly from you regarding the processing of the drawings we are concerned about the status of the order. The manufacturer will not release the product until shop drawings are approved, and time is the essence of the contract.

Kindly advise if this submittal was not in order.

Very truly yours,

SIMS ELECTRIC, INC.

Ray O. Sims

ROS:im
cc: Union Metal Manufacturing Co.

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MAR 28 1972
BRIDGE DIVISION

OREGON STATE HIGHWAY DIVISION

BRIDGE SECTION Tele. 378-4551

Salem

DATE October 19, 1970

PROJECT Rogue River Interchange

BRIDGE NO. _____ CONTRACT NO. [illegible]

TO: [illegible] Fixture Co. Attention: _____

[illegible] Dyke Bldg.

[illegible] 5 Street

Portland, Oregon 97221

[x] TRANSMITTED HEREWITH

[ ] UNDER SEPARATE COVER

[ ] Reinforcing Steel [ ] Handrail

[ ] Structural Steel [ ] Drains or Catch Basins

[x] Other [ ] Prestressed

APPROVED: SHEET NOS. Dwg. 20-170[illegible]-046, E-20.00 R1S

APPROVED AS NOTED: SHEET NOS. 2001-C4, 72070 - E51

RETURNED FOR CORRECTION: SHEET NOS. _____

REMARKS: These Dwgs. are approved for Rogue River Interchange only

PLEASE SEND THIS OFFICE ____ COPIES OF CHECKED AND CORRECTED SHEET NOS. _____

cc: Resident Engineer Kain Martin

Material Inspector John Jenkins

Others Sima Electric

Checker W. J. Quinn

Bridge Administration Engineer Walter J. Hart

Very truly yours,

[signature]

Ivan D. Mercrant
Bridge Engineer

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MAR 28 1972

THE UNION METAL MANUFACTURING CO.
Quality Products Since 1906
CANTON, OHIO 44705 • AREA CODE 216 • TELEPHONE 454-6111

October 1, 1970

PLEASE REPLY TO—
ROOM 202 - SYLVAN BLDG.
2035 S.W. 58TH STREET
PORTLAND, OREGON 97221
TELEPHONE: (503) 292-8881

Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Attention: Mr. Walter J. Hart
Administrative Bridge Engineer

Subject: State of Oregon Contract 7478
Sims Electric, Inc. Job
Rogue River Interchange
Pacific Highway, Oregon

Dear Mr. Hart:

At the request of Mr. Ray Sims of Sims Electric, Inc., we are attaching the following drawings as a direct submittal for approval of the high mast lighting poles on the subject project, on behalf of Sims Electric, Inc.

Attached, therefore, are six prints of the following drawings:

1. Drawing 72070-E51, covering the following individual tower lengths:

   Design 72070-Y116 - 100' height
   Design -Y123 - 110' height
   Design -Y117 - 120' height
   Design -Y125 - 125' height

2. Drawing 3001-C4, illustrating the luminaire mounting arrangement for installation on the above towers.

3. Drawing 2G-1766-G46, covering the anchor bolt and alignment plate assemblies.

4. Specification sheet E 30.00 R1S, covering Union Metal specification UM-S30, outlining the physical characteristics of the anchor rod material, and including the chemical characteristics. For reference, pole submittal drawing 72070-E51 states that anchor rod material is to specification UM-S30 and this attached sheet gives the characteristics of this rod material.

We will be in a position to proceed with manufacture and shipment of the foregoing material upon receipt of an approved print of each of these

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MAR 28 1972

drawings and specification sheets from Sims Electric, Inc.

Thank you for your consideration.

Very truly yours,

G. W. Kolling
District Sales Manager
Northwestern District

GWK:gh

cc: Sims Electric, Inc. - Roseburg
Tillman and Booth - Eugene

Attach: 6 each Drawing 72070-E51
3001-C4
28-1766-G46
Specification E-30.00 R1 S

RECEIVED
MAR 28 1972

September 18, 1970

Oregon State Highway Department
State Highway Building
Salem, Oregon

Attention: Mr. Walter J. Hart, Administrative Bridge Engineer

Re: Rogue River Interchange, Contract No. 7478

Gentlemen:

Because of the short duration of this contract and the rigid specifications on anchor bolts and illumination towers requiring the submittal of shop drawings before fabrication, and since these bolts and towers are made on the East Coast, we respectively request permission to have the Union Metal Manufactureing Company and other suppliers direct their shop drawings to you to expedite their handling and approval.

We will ask them to supply the Resident Engineer and the writer with a copy of all correspondence and drawings so that those parties involved will be fully informed. You may return the submittals directly to the manufacturer with copies to the Resident and ourselves, or return them directly to the writer for further processing.

Very truly yours,

SIMS ELECTRIC, INC.

Ray O. Sims

ROS:ls

cc: Mr. John Quiner
Mr. Keith Martin

RECEIVED
MAR 28 1972
BRIDGE DIVISION

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

September 15, 1970

Sims Electric, Inc.
721 S. E. Oak Ave.
Roseburg, Oregon 97470

Gentlemen:

Enclosed are three copies of Contract No. 7478 for $125,505.25 awarded to you by the State Highway Commission on September 11, 1970. This contract is for grading, guardrail, and illumination on the Rogue River Interchange Section of the Pacific Highway in Jackson County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin September 26, 1970.

Very truly yours,

Floyd Query

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

Enclosures

RECEIVED
MAR 28 1972
BRIDGE DIVISION

September 14, 1970

Union Metal Manufacturing Company
Room 302
Sylvan Building
2035 S.W. 58th Street
Portland, Oregon 97221

Attention: Mr. G.W. Kolling

Dear Gerry:

We are today issuing our purchase order No. 5140 to the Tillman and Booth Company in Eugene for the eight illumination poles required on the Oregon State Highway Department, Rogue River Interchange, Contract No. 7478.

Would you kindly ask the plant to send by Special Delivery-Air Mail six copies of the shop drawings directly to Mr. Walter J. Hart, Administrative Bridge Engineer, Oregon State Highway Department, State Highway Building, Salem, Oregon requesting their approval and ask that the approved drawings be returned to us. At the same time this initial shop drawing mailing is made, two copies should be sent directly to the writer of both the shop drawings and the correspondence so that we may distribute one to the Resident Engineer and to our files.

Time is the essence of the delivery of both the anchor bolts and the poles on this contract. Kindly expedite the shipment of the anchor bolts with all possible speed taking advantage of your orders and shop drawings on previous jobs to expedite their manufacture and supply, as we must install them before the winter weather sets in. This is a 180 day job with a $100.00 per day penalty for failure to complete on time.

Very truly yours,

SIMS ELECTRIC, INC.

Ray O. Sims

ROS:ls

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MAR 28 1972
BRIDGE DIVISION

RECEIVED
JAN 7 - 1972
FOR FILES

OREGON STATE HIGHWAY DIVISION

I-5-1(13)370

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

7478

January 5, 1972

446

Mr. Neel McIntyre
Systems Engineer
General Electric Company
P. O. Box 909
Portland, Oregon 97207

NOTED
A. E. JOHNSON

RE: Rogue River Interchange Section
Contract No. 7478

Dear Mr. McIntyre:

I am sorry for the delay in answering your letter of December 2, 1971 regarding the lighting installation at our Rogue River Interchange. However, some necessary further investigation together with a number of departmental staff changes delayed the reply until now.

I am afraid I must disagree with you on several points you bring out in your letter.

I will concur that there will always be some difficulty in relamping and maintaining any high mast lighting installation. However, I also believe that, except for that routine maintenance, we should be able to expect trouble-free service from such a new installation, at least for the life of the manufacturer's warranty.

To review the major events leading up to our statement of November 23, 1971, the installation was completed and energized on May 18, 1971. Three of the units failed during late July and by the time our electrical crew could get to this installation on August 3, 1971, one more unit had failed. It was found that relamping and normal routine maintenance would not correct the failure, and further troubleshooting indicated burned areas on the circuit boards from excessive heat.

This was reported to your company and a meeting was scheduled on August 18, 1971 between Mr. Galarneau of your company and our people to replace in kind the defective starting aids. This was accomplished on six units, rather than the three you mention, as two more had failed in the interim.

It is my understanding that the defective circuit boards were sent to your Hendersonville, North Carolina, plant for analysis and that your factory people decided that modification of the assembly would be required to forestall further failures.

The new modified units were shipped to your company in Portland and your office requested the use of our equipment and help in replacing all of the units. This was done on November 15, 16 and 17, 1971 and was apparently successful since we have had no further failures to date.

I feel quite strongly that all of our expenses relating to this matter should not have been necessary since the failures were entirely related to a warranty item.

We have not, in fact, billed you for all of our expense in that no statement was submitted covering Mr. Galarneau's first visit. I am also willing, after review of the matter, to eliminate the charges for the Assistant District Engineer ($173.09), although our safety rules require the presence of someone in his capacity or higher whenever we have to ascend these high masts.

This would reduce our claim to a total of $490.71. If you will forward your check in this amount to our Region Office at P. O. Box 1128, Roseburg, Oregon 97470, we will consider the matter settled. Since our resources are also not unlimited, this will be much appreciated.

Thank you again for your consideration.

Very truly yours,

C. T. Keasey

C. T. Keasey
Field Construction Engr.

CTK:fw
cc: A. E. Johnson
J. H. Verstaeg
R. N. Bothman
L. E. George
W. J. Hart

RECEIVED
JAN 6 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Al Johnson

FORM E-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
December 23, 1971

Sims Electric
Prime Contractor

To: Al Johnson
Asst. State Highway Engr.
S A L E M

SUBJECT: Request for Outside Billing
General Electric Company
Rogue River Interchange
Illumination Contract # 7478

On Tuesday, August 3, 1971, after being advised by Mr. Keith Martin, Resident Engineer, that four of the new luminair units installed by his contractor had failed, arrangements were made for relamping or troubleshooting to determine the cause and, of course, responsibility in the matter.

Mr. Judson, Electrical Superintendent; Mr. McMahill, Lead Electrician and the writer with the aid of necessary equipment determined that relamping did not repair the units. Further troubleshooting by Mr. Judson revealed the possibility that heat or excessive current might be damaging the starting aid circuits located immediately above the light source in each unit. Most of the units that had failed showed burned areas on the circuit boards and on components.

On August 18, 1971, Mr. Don T. Galarneau, Field Engineer, General Electric Company, scheduled a meeting with the writer to replace (in kind) the defective starting aids. This was accomplished on six units as two more had failed in the interim. Again it required the "motorator" and allied equipment and personnel. No billing was made for this work on the company's units.

In the meantime, the factory must have decided to redesign two components in each unit. This involved a separator (to relocate the lamp further from the starting aid) and a new reflector unit.

Working through Mr. Dixson, Illumination Engineer, Salem, the Portland office of General Electric requested our equipment and help for Mr. Galarneau to install the modifications in the 28 total luminair units within the interchange lighting project.

On November 15, 16 and 17, 1971, equipment, manpower and supervision was supplied to assist Mr. Galarneau in his modification work. When the total charges were received by this office a letter was sent to the company by Mr. Keasey requesting payment for costs incurred. This letter was dated November 26, 1971, and contained an itemized statement for $663.80.

GP 52478-734

It is strongly felt that this work was in the nature of research and development of their product to enable the company to supply a serviceable luminair unit. I fail to see how this could be considered "maintenance" when each unit required a design modification to perform satisfactorily.

The cost of transporting the "motovator" from Salem to Rogue River amounted to $167.00. This reflects the standard $10.00 per hour shop labor charge for the driver to bring and return to pick up the unit upon completion of the work. The Assistant District Engineer's salary and rental ($173.09) was charged for supervision due to the policy letter dated September 27, 1971, (Item 6) outlining that a person in responsible charge shall be in attendance at all times when the "car" is in use. The insurance question involving a non-state employee had been discussed with persons in our Salem office and we were advised that Mr. Galarneau could be accommodated under our insurance coverage.

It is recommended that we answer Mr. McIntyre's letter pointing out the facts outlined and again request payment.

Glen L Clark

GLEN L. CLARK
Regional Traffic Engineer

GLC:cc
cc: F. B. Crandall
R. N. Bothman
George Thornton
Bob Judson

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DEC 24 1971
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 9, 1971

To:

Memo to File:

SUBJECT: Rogue River Interchange
Pacific Highway
Lucalox Lighting Installation

The following is our knowledge of the background of events leading up to the billing of General Electric by Region III for work relating to replacements of electrical items on the above subject project.

Initially four of the 26 luminaires failed to start. Subsequent investigation showed that a solid state diode had failed in the starting components. G.E. furnished new starting boards and had one of their service engineers install these boards. Region III billed G.E. for $171.00 for the use of the Monovator, equipment and personnel. G.E. paid this upon the recommendation of Neal McIntyre and the G.E. District Mgr.

The faulty boards were sent to Hendersonville, N.C. for analysis and the factory felt that further modification of the optical assembly would be desirable to forstall any further failures. This problem apparently has arisen in only one other area of the United States.

The factory shipped 26 new reflector and socket assemblies to replace all of the units installed at the interchange even though only four had failed originally. In the meantime two more units had failed. G.E. arranged to have their service engineer make the conversion, in the field, of all 26 units even though the possibility of all the units failing within the one year warranty period was extremely remote.

The Company has the option of having the State deliver the luminaires to them for the replacement in lieu of doing the work in the field. Also, the warranty period, as with most manufacturers, is for a period of time based on shipping date, not installation date. A copy of their warranty is attached.

Also attached is a copy of Region III billing and letter of transmittal to G.E.

In our opinion the charges are grossly out of line. The Company did not have to replace 20 of the 26 units and probably would not have had to replace the socket and reflector assembly. They could have insisted upon delivery of the luminaires to their shop for the conversion.

No doubt that some charge is justified but not to the extent indicated. Specifically we feel the transporting of the Monovator to the job site, the loader used to transport the Monovator around at the job site, and the Assistant District Engineer's fees should not have been billed to G.E. In regards to the two man electrical crew and truck only that portion of time actually used physically in assistance should be billed to G.E.

Duane O. Christensen

Duane O. Christensen
Supervising Design Engineer

RMD,DOC:smd

RECEIVED
DEC 10 1971
OFFICE OF
STATE HIGHWAY ENGINEER

FN-209-A (4-70) REV

COPY for Mr. A. E. Johnson

GENERAL ELECTRIC
General Electric Company

December 2, 1971

Mr. C. T. Kessay
Regional Engineer
Oregon State Highway Dept.
P.O. Box 1128
Roseburg, Oregon 97470

Subject: Your letter of November 26, 1971

Dear Mr. Kessey:

As you would expect, we here in Portland have been following the operation of the Rogue River Interchange Lucalox lighting installation with a great deal of interest. From all reports the system is now performing satisfactorily both electrically and from a lighting standpoint. The word "spectacular" has even been applied, probably in comparison to other installations which are similar but employ different light sources. It is an installation, in short, of which the locality can be proud. We are anxious, as I am sure you are, to keep it that way.

Unhappily, our desires are somewhat bound by practicality and our resources are not unlimited. I personally feel your statement of charges in the amount of $663.80 for your services in conjunction with Mr. Galarneau's visit is not only excessive but might well not have been submitted at all. My reasoning hinges on the fact that Galarneau at my instigation, and with full knowledge of cognizant State Highway Department engineers, not only repaired an outage of only 3 lamps, but also performed additional services for you far in excess of those which we chose to define as required under General Electric's warranty plan. In fact your services might be considered a "quid pro quo" in this instance.

A fact of life with high mast lighting, as I am sure you are only too well aware, is some difficulty in relamping and maintaining the luminaires, obviously of whatever manufacture. The State has recognized this and is prepared to work the problem in the most economical manner. Thus some rather special maintenance equipment is available for help in solving problems at the top of the high masts as, if, and when they occur. Because it is always available, and since there is no other way our people can get there, I would like to feel the State would be willing to offer the courtesy of this help to our service engineers operating in your behalf.

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DEC 6 1971
BRIDGE DIVISION

Your comments would be very much appreciated.

Very truly yours,

Noel McIntyre
SYSTEMS ENGINEER

NM:jr

cc: Mr. A. E. Johnson, Oregon State Highway Dept., Salem, Oregon

RECEIVED
DEC 6 1971
BRIDGE DIVISION

RECEIVED
DEC 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER

STANDARD CONDITIONS OF SALE

Sale of any of the equipment or services described or referred to in this quotation at the quoted prices is expressly conditioned upon the terms and conditions set forth below. Any order for or any statement of intent to purchase any such equipment or services, or any direction to proceed with engineering, procurement, manufacture or shipment, shall constitute assent to said terms and conditions and a representation that the Purchaser is solvent. Any additional or different terms or conditions set forth in any such communication from the Purchaser are hereby objected to by General Electric Company and shall not be effective or binding unless assented to in writing by an authorized representative of the Company.

WARRANTY

The Company warrants to the Purchaser that the equipment to be delivered hereunder will be free from defects in material or workmanship and will be of the kind and quality designated or specified in the contract.

This warranty shall apply only to defects appearing within one year from the date of shipment by the Company. If the Company installs the equipment or supplies technical direction of installation by contract, the warranty period shall run from the completion of installation, provided same is not unreasonably delayed by the Purchaser. The conditions of any tests shall be mutually agreed upon and the Company shall be notified of, and may be represented at, all tests that may be made.

If the equipment delivered hereunder does not meet the above warranty, and if the Purchaser promptly notifies the Company, the Company shall thereupon correct any defect, including nonconformance with the specifications, either (at its option) by repairing any defective or damaged parts of the equipment, or by making available at the Company's plant necessary repaired or replacement parts. The liability of the Company under this warranty (except as to title), or for any loss or damage to the equipment whether the claim is based on contract or negligence, shall not in any case exceed the cost of correcting defects in the equipment as herein provided and upon the expiration of the warranty period all such liability shall terminate. The foregoing shall constitute the exclusive remedy of the Purchaser and the exclusive liability of the Company.

The foregoing warranty is exclusive and in lieu of all other warranties, whether written, oral, implied or statutory (except as to title). NO WARRANTY OF MERCHANTABILITY OR OF FITNESS FOR PURPOSE SHALL APPLY. The Company does not warrant any equipment of other manufacture designated by Purchaser.

PATENTS

The Company shall defend any suit or proceeding brought against the Purchaser so far as based on a claim that any equipment, or any part thereof, furnished under this contract constitutes an infringement of any patent of the United States, if notified promptly in writing and given authority, information and assistance (at the Company's expense) for the defense of same, and the Company shall pay all damages and costs awarded therein against the Purchaser. In case said equipment, or any part thereof, is in such suit held to constitute infringement and the use of said equipment or parts is enjoined, the Company shall, at its own expense and at its option, either procure for the Purchaser the right to continue using said equipment or part; or replace same with non-infringing equipment; or modify it so it becomes non-infringing; or remove said equipment and refund the purchase price and the transportation and installation costs thereof. The foregoing states the entire liability of the Company for patent infringement by said equipment or any part thereof.

The preceding paragraph shall not apply to any equipment, or any part thereof, manufactured to Purchaser's design. As to such equipment or part, the Company assumes no liability whatsoever for patent infringement.

DELIVERY

Shipping dates are approximate and are based upon prompt receipt of all necessary information.

The Company shall not be liable for delays in delivery or in performance or failure to manufacture or deliver, due to (1) causes beyond its reasonable control, or (2) acts of God, acts of the Purchaser, acts of civil or military authority, priorities, fires, strikes or other labor disturbances, floods, epidemics, war, riot, delays in transportation or car shortages, or (3) inability on account of causes beyond its reasonable control to obtain necessary labor, materials, components or manufacturing facilities. In the event of any such delay, the date of delivery or of performance shall be extended for a period equal to the time lost by reason of the delay.

PAYMENTS

Pro rata payments shall become due as shipments are made. If shipments are delayed by the Purchaser, payments shall become due on the date when the Company is prepared to make shipment. If the work to be performed hereunder is delayed by the Purchaser, payments shall be made based on the purchase price and the percentage of completion. Equipment held for the Purchaser shall be at the risk and expense of the Purchaser.

If the financial condition of the Purchaser at any time does not, in the judgment of the Company, justify continuance of the work to be performed by the Company hereunder on the terms of payment agreed upon, the Company may require full or partial payment in advance or shall be entitled to cancel any order then outstanding and shall receive reimbursement for its reasonable and proper cancellation charges. In the event of bankruptcy or insolvency of the Purchaser or in the event any proceeding is brought against the Purchaser, voluntarily or involuntarily, under the bankruptcy or any insolvency laws, the Company shall be entitled to cancel any order then outstanding at any time during the period allowed for filing claims against the estate and shall receive reimbursement for its reasonable and proper cancellation charges. The rights of the Company under this paragraph are cumulative and in addition to all rights available to the Company at law or in equity.

SALES AND SIMILAR TAXES

The Company's prices do not include sales, use, excise or similar taxes. Consequently, in addition to the price specified herein, the amount of any present or future sales, use, excise, or other similar tax applicable to the sale or use of the equipment hereunder shall be paid by the Purchaser, or in lieu thereof the Purchaser shall provide the Company with a tax-exemption certificate acceptable to the taxing authorities.

CANCELLATION

The Purchaser may cancel his order only upon written notice and upon payment to the Company of reasonable and proper cancellation charges.

LIMITATION OF LIABILITY

The Company's liability on any claim of any kind, including negligence, for any loss or damage arising out of, connected with, or resulting from this contract, or from the performance or breach thereof, or from the design, manufacture, sale, delivery, resale, installation, technical direction of installation, inspection, repair, operation or use of any equipment covered by or furnished under this contract shall in no case, (except as provided in the paragraph entitled "Patents"), exceed the price allocable to the equipment or unit thereof which gives rise to the claim and shall terminate four years after the completion of installation of the equipment.

In no event, whether as a result of breach of contract or warranty or alleged negligence, shall the Company be liable for special or consequential damages including, but not limited to, loss of profits or revenue, loss of use of the equipment or any associated equipment, cost of capital, cost of substitute equipment, facilities or services, downtime costs, or claims of customers of the Purchaser for such damages.

GENERAL

The Company represents that any goods to be delivered hereunder will be produced in compliance with the requirements of the Fair Labor Standards Act of 1938, as amended.

An extra charge will be made for special containers, but refund will be made if returned in good condition to the factory or other point designated by the Company within 90 days from date of original shipment, charges prepaid (reels within 12 months, f.o.b. cars, charges collect).

Any assignment of this contract, or any rights hereunder, by the Purchaser without written consent of the Company shall be void.

The provisions of this contract are for the benefit of the parties thereto and not for any other person.

No understanding, promise or representation, and no waiver, alteration or modification of any of the provisions hereof, shall be binding upon the Company unless assented to in writing by an authorized representative of the Company.

The equipment sold hereunder was not designed or manufactured for use in or with any atomic installation or activity. If so used the Company disclaims all responsibility of every kind, including negligence, and in addition the Purchaser shall indemnify and hold the Company harmless for any liability or damage whatsoever arising out of the use of the equipment in such a manner.

AGENCY & DISTRIBUTOR SALES OPERATION

GENERAL ELECTRIC COMPANY

QUOTATION NO.

on form 13004.....rev.

NOTICE: This quotation on the equipment described below is subject to the terms and conditions on the face and back of this letter, and is void unless accepted within 15 days from date hereof and, in the meantime, is subject to change upon notice. It supersedes all previous quotations and agreements relating to this transaction. Please refer to this quotation by number in any order placed with us for this equipment, and address all letters to our office at:

Form 13004-AADSO Reprinted 3-25-68 30M

OREGON STATE
HIGHWAY DEPARTMENT

DIVISION 3

P. O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541 Ext. 241

November 26, 1971

General Electric Company
2929 N.W. 29th Street
Portland, Oregon 97210

ATTENTION: Neel McIntyre

Dear Mr. McIntyre:

As you may know Mr. D. T. Galarneau, Field Engineer, Electrical and Electronic Services Division of your Company, substituted parts in all the General Electric luminair units at the Rogue River Interchange project November 15, 16 and 17th. This was in connection with the failure of the starting aids discovered shortly after installation.

We used state forces and equipment to assist Mr. Galarneau in his replacement work. Attached is an itemized statement for such services. Please forward your check to the order of Oregon State Highway Division, Region III, P. O. Box 1128, Roseburg, Oregon, 97470.

We wish to thank you and your company for the cooperation in attempting to correct the malfunctions experienced. It is hoped that further trouble will not develope indicating your solution is valid.

Very truly yours,

for C. T. KEASEY
Regional Engineer

GLC:cc
attach.
cc: F. B. Crandall
Bob Judson
George Thornton

Medford, Oregon
November 23, 1971

Itemized Statement for Repairs and Modifications of Luminaire Fixtures at Rogue River Interchange.

1. Labor and pickup rental for transporting "Motorvator"	$ 167.00
2. Two man Electrical Crew and Truck	$ 288.71
3. Assistant District Engineer (Salary and Sedan rental)	$ 173.09
4. Small loader to transport Motorvator on job site	$ 35.00
TOTAL	$ 663.80

173.09
490.71

Costs based on 2½ days for labor and equipment rental.

Regional office copy

ROSEBURG DIVISION
RECEIVED
OCT 08 1971
ADE | ADE | DOE
Assign ..... For .....
Reply ..... Action .....

Roseburg, Oregon
October 8, 1971

Mr. Vernon E. Skoog
Controller
Salem

General Electric Company
Pavement for Isolation of
Defective Starting Aids

Attached is a check for $171 from General Electric Company in response to our August 11, 1971, billing as explained in the attached correspondence.

Additional units have now failed which were installed in this same Rogue River Interchange illumination project. Mr. Judson will contact General Electric Company to determine overall disposition of this problem. Additional payment may be requested from the company.

Glen L. Clark
Regional Traffic Engineer

GLC:kg
attach.

cc: Bob Bothman
C. T. Keasey
Bob Judson
Keith Martin
George Thornton

APPROVED:
REG. MAINT. ENGR.

GENERAL ELECTRIC

APPROVED FOR PAYMENT

LIGHTING SYSTEMS DEPT., HENDERSONVILLE, N. C. 28739

C085447

PURCHASE ORDER NO.	INVOICE NUMBER	INVOICE DATE	INVOICE AMT.	ADJUST	CAUSE CODE	DISCOUNT	NET AMOUNT
10/5/71	185-050025	9/30/71	171.00				171.00

1. INSURANCE NOT ALLOWED
2. TAX NOT ALLOWED
3. TRANSPORTATION NOT ALLOWED
4. EXTENSION OR FOOTING ERROR
5. ERROR IN PRICE CHARGED
6. TAX OVERCHARGE

PV 970000

GENERAL ELECTRIC
LIGHTING SYSTEMS DEPARTMENT
HENDERSONVILLE N.C.

THIS CHECK IS INTULL PAYMENT OF THE ACCOUNT STATED ON THE VOUCHER WHICH ACCOMPANIED IT, AND THE PAYEE ACCEPTS IT AS SUCH BY ENDORSEMENT.

C085447

3-3
310

DATE 10/5/71

PAY TO THE ORDER OF: EXACTLY ****171 DOLLARS AND 00 CENTS

$ ********171.00

OREGON STATE HIGHWAY DEPARTMENT
Division 3 P.O. Box 1128
Roseburg, Oregon 97470

GENERAL ELECTRIC COMPANY
LIGHTING SYSTEMS DEPARTMENT
COMMERCIAL ACCOUNT

BY

TREAS. MANAGER

MANAGER-FINANCE

GIRARD TRUST BANK
PHILADELPHIA, PENNSYLVANIA

:0310=0003: 2=196 079=

ROSEBURG DIVISION
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SEP 29 1971
DE | ADE | ADE | ADE | DOE
Assign ..... for .....
Reply ..... Action .....

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 27, 1971

SUBJECT: Tower Lighting Maintenance
Cable Car Safety Rules

To: REGIONAL ENGINEERS
DISTRICT ENGINEERS
ELECTRICAL SUPERINTENDENT
ELECTRICAL CREWS

With the advent of the new tower lighting installations it is necessary that the following rules be established for maintenance procedures;

1. No one shall attempt to operate the cable car without prior instruction.
2. A thorough check shall be made of all safety devices before raising the car.
3. Portable radios shall be used for communication between the car and ground personnel.
4. Safety belts shall be worn while in the car and shall be attached to the pole while working at the top of the pole.
5. There shall be two men in the car and one helper on the ground.
6. The District Engineer, Electrical Superintendent or other appropriate person shall be in attendance at all times while the car is in use.
7. Weather conditions shall be a primary consideration when planning to use the cable car.

Robert N. Bothman
Maintenance Engineer

By

O. B. Jackmond
Maintenance Operations Engineer

NOTED
G.L.C.
10/1/71

OBJ:rr

GENERAL ELECTRIC COMPANY

P. O. BOX 909, PORTLAND, OREGON 97207 . . . AREA CODE 503, TELEPHONE 228-0281

AGENCY AND DISTRIBUTOR SALES OPERATION

August 16, 1971

ROSEBURG DIVISION
RECEIVED
AUG 17 1971
L | ADE | DOE
Assign ..... For .....
Reply ..... Action .....

Mr. C. T. Keasey
Oregon State Highway Dept.
P.O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Keasey:

Thank you very much for your letter of August 11 regarding the Rogue River lighting difficulties. We are discussing the entire problem with the factory and hope to have one of our service engineers on site shortly. I will be in touch with Mr. Judson.

The question of our liability for expenses in conjunction with trouble shooting has also been discussed, and I will be in touch with you as to the outcome.

Very truly yours,

Neel McIntyre

Neel McIntyre
SYSTEMS ENGINEER

NM:jr

cc: Mr. R. T. Judson, Oregon State Highway Department, Salem, Oregon
Mr. R. M. Dixson, Oregon State Highway Department, Salem, Oregon

NOTED
G. L. C.
8/17/71

Regional office copy

August 11, 1971

General Electric Company
2929 N.W. 29th Street
Portland, Oregon 97210

ATTENTION: Neel McIntyre

Dear Mr. McIntyre:

This is in regard to the four defective starting aids found in our Rogue River Interchange illumination project. The circumstances were, I believe, discussed between you and Mr. Bob Judson, Electrical Superintendent, Salem.

It is our view that our contractor acted in good faith and could have expected properly functioning starting aids. These units were tested and functioned for a few days. Therefore, the cost incurred by state forces to ferret out the deficiency would seem to be your company's responsibility. Attached is a statement itemizing our costs.

We will be transporting the "motorvation" to the Rogue River Interchange when the replacement starting aids arrive so you can reinstall them. Please contact Mr. Judson for such scheduling.

Very truly yours,

C. T. KEASEY
Regional Engineer

GLC:cc
cc: R. N. Bothman
Bob Judson
George Thornton

Itemized Statement for Isolation of
and Permanent Repair of Defective
Starting Aid's at Rogue River Interchange

	ITEM	COST
1	One man electrical crew and truck (one day)	$65.00
2	Pick up to Transport "Motorvator" rental for two days	7.00
3	Regional Traffic Engineers, salary and expenses	No Charge
4	Electrical Superintendant, salary and expenses	No Charge
5	Pickup to Transport "Motorvator" two days rental	7.00
6	Bridge Boom Truck to place "Motorvator" to base of pole (one day)	27.00
7	One Man electrical crew and vehicles (one day)	65.00
	TOTAL	171.00

GC:kg

#7478

STATE COPY

Monthly transaction number: 12-57	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION Bureau of Public Roads	State: Oregon
Project report number: 7	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County: Jackson
Modification number: 1	(PPM 21-7) 12-14-71	Project number: I-5-1(73)50 Safety

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 22, 19 70, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 140,255	$ 147,939
Federal funds	$ 129,390	$ 133,200
Other revisions		

This modification is made for the following reasons:

To include authorized item previously retained in program status and additional approved item.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 14th day of December, 19 71.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By _____
(Division Engineer)

for R. E. Simpson

Form PR-2A (Rev. 4-70) Existing stocks of Form PR-2A (Rev. 10-68) will be used.

Oregon State Highway Division

Federal Aid
Project No. I-5-1(73)50 Safety

ROGUE RIVER INTERCHANGE SECTION

PACIFIC HIGHWAY, JACKSON COUNTY

Salem, Oregon, December 10, 1971

Revised Project Agreement

Type Code Y006
Grading (Sta. 509+60 to Sta. 558+00)(Contract 7478)

Temporary Protection and Direction of Traffic	All Required		$	3,500.00
Clearing and Grubbing	All Required			1,000.00
Embankment in Place	1,200 cu.yd.	3.15		3,780.00
Furnishing and Placing Topsoil	460 cu.yd.	4.20		1,932.00
Watering	45 M-gal.	3.15		141.75
3/4" - 0 Aggregate Base	1,000 cu.yd.	6.25		6,250.00
Type Code Y101 Guardrail				
Removal of Guardrail	6,800 lin.ft.	0.42		2,856.00
Removal of Median Barrier	2,800 lin.ft.	0.11		308.00
Guardrail, Type 2A	8,550 lin.ft.	3.05		26,077.50
Median Barrier	3,200 lin.ft.	3.70		11,840.00
Guardrail Anchors	10 only	210.00		2,100.00
Extra for Guardrail Bridge Connection	8 only	210.00		1,680.00
Special Median Barrier Terminals	1 only	570.00		570.00
Type Code Y030 Illumination				
Roadway Illumination Installation, Complete	All Required			63,470.00
			$	125,505.25
Flagging (60% of Contractor's Cost)	All Required		$	140.00
P.A. 1 Advance Signs	All Required			6,858.00
P.A. 5 Furnish & Plant Vines	4,416 only	0.45		1,987.20
			$	8,985.20
	Subtotal		$	134,490.45
	10% Engr. & Cont.			13,448.55
	Total		$	147,939.00

Length of Project - - 0.00 mile

Federal Funds - - - -	$133,200.00
State Funds - - - - -	14,739.00
Total	$147,939.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1921;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

G-1-100%

Contract No. 7478

Prefix 615-1045

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	STATE Oregon
9-60	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY Jackson
PROJECT REPORT NO. 3	(PPM 21-7) 9-22-70	PROJECT NO. I-5-1(73)50 Safety

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 Rogue River Interchange Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-12-70	0.00
OTHER (Specify)		

FUNDS Pro Rata 92.26%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 140,255	$ 129,390

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official Name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By _____
(Division Engineer)
For R. E. Simpson

Date executed by Division Engineer SEP 22 1970

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds.

(b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, up-

Oregon State Highway Division

Federal Aid
Project No. I-5-1(73)50 Safety

ROGUE RIVER INTERCHANGE SECTION

PACIFIC HIGHWAY, JACKSON COUNTY

Salem, Oregon, Sept. 17, 1970

Project Agreement

Type Code Y006
Grading (Sta. 509+60 to Sta. 558+00) (Contract 7478)

Temporary Protection and Direction of Traffic	All Required		$ 3,500.00
Clearing and Grubbing	All Required		1,000.00
Embankment in Place	1,200 cu.yd.	3.15	3,780.00
Furnishing and Placing Topsoil	460 cu.yd.	4.20	1,932.00
Watering	45 M-gal.	3.15	141.75
3/4" - 0 Aggregate Base	1,000 cu.yd.	6.25	6,250.00

Type Code Y101 Guardrail

Removal of Guardrail	6,800 lin.ft.	0.42	2,856.00
Removal of Median Barrier	2,800 lin.ft.	0.11	308.00
Guardrail, Type 2A	8,550 lin.ft.	3.05	26,077.50
Median Barrier	3,200 lin.ft.	3.70	11,840.00
Guardrail Anchors	10 only	210.00	2,100.00
Extra for Guardrail Bridge Connection	8 only	210.00	1,680.00
Special Median Barrier Terminals	1 only	570.00	570.00

Type Code Y030 Illumination

Roadway Illumination Installation, Complete	All Required	63,470.00
		$ 125,505.25
Flagging (60% of Contractor's Cost)	All Required	$ 1,000.00
Erosion Control	All Required	1,000.00
		$ 2,000.00
	Subtotal	$ 127,505.25
	10% Engr. & Cont.	12,749.75
	Total	$ 140,255.00

Length of Project - - 0.00 mile

Work Retained in Program Status

Planting Vines	All Required	$ 400.00
	Subtotal	$ 400.00
	10% Engr. & Cont.	40.00
	Total	$ 440.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Grading, Guardrail and Illumination	$140,255.00	$129,390.00	$10,865.00
Retained in Program	440.00	400.00	40.00
	$140,695.00	$129,790.00	$10,905.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1921; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

G-1-100%

Contract No. 7478

Prefix 615-1045

RECEIVED
NOV 30 1971
FOR FILING

I-5-1(73)50
7478

November 30, 1971

Tillman & Booth, Inc.
P. O. Box 1148
Eugene, Oregon 97401

Gentlemen:

Your letter of November 12, 1971, concerning the assessment of liquidated damages on Contracts Nos. 7478 and 7497 awarded to Sims Electric, Inc., was referred to our Construction and Bridge Sections.

We have been advised that the information contained in your letter was considered in recommendations made to the Highway Commission concerning the assessment of liquidated damages on these two contracts.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:dr

RECEIVED
NOV 15 1971

I-5-1(73)50
7478

file

TILLMAN & BOOTH, INC.

WHOLESALE DISTRIBUTORS

EUGENE . . . MEDFORD . . . KLAMATH FALLS

November 12, 1971

REFERRED TO
Constrn & Bridge
BY SECRETARY
11-15-71

Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Attention: Mr. Floyd Query, Secretary

Re: Road Contract No. 7478, Rogue River Interchange, Pacific Highway, Jackson County; Guardrail, illumination and grading;
Cr. Contract No. 7497, Klamath Falls, Main Street, Interchange, illumination.

Gentlemen:

The undersigned Tillman & Booth, Inc., an Oregon corporation (supplier) furnished to Sims Electric, Inc., an Oregon corporation (contractor) the electrical items required in the prosecution of the work under the above numbered contracts.

Application is hereby made by the undersigned on its behalf as such supplier and on behalf of the contractor, for waiver by the Commission of assessment of liquidated damages for non-completion of each of the contracts within the time stipulated therein. The real and true reason for this application is that when due consideration is given to the type and character of facilities required to be furnished under the contract provisions and the necessity of securing "High Mast" area lighting poles from a manufacturer distant from the State of Oregon, the practical impossibility of predicting a relatively precise time that the manufacturer's products will be produced, shipped and received at the job site becomes quite evident, and in the circumstances, allowance of only 180 days for contract completion was unrealistic at the time the above mentioned contracts were awarded. No delays were encountered in the actual installation work and no claim is being made for excess installation costs by reason of the long wait for delivery of the lighting tower assemblies. In both projects, the installation work was finished immediately on receipt of the lighting tower assemblies.

On the Rogue River project, the eight high mast area lighting tower assemblies, from 100 to 125 feet in length, were ordered from, manufactured

(503) 343-7701 ○ 215 WEST FIFTH AVENUE ○ POST OFFICE BOX 1148 ○ EUGENE, OREGON 97401

NOTED
FLOYD QUERY

and shipped by Union Metal Manufacturing Co., Canton, Ohio; the penalty clause is $100 per day and if strictly enforced amounts to $3,200.

In clear recognition of the difficulties stemming from the extremely restrictive time limitations in the contracts, both the supplier and the contractor from the very beginning exerted every reasonable effort to expedite the manufacture to specifications and delivery of the lighting tower assemblies. This is demonstrated by -

(1) Purchase order from contractor to supplier bears date September 14, 1970, three days after the award on September 11, and one day prior to date the contract was sent out to the contractor by the Commission, with advice that calendar date count would begin September 26, 1970. This purchase order calls attention to the 180 day completion time and to the $100 per day penalty;

(2) Letter from contractor to manufacturer, dated September 14, 1970 calling attention to the short time limit and penalty and pointing out that time is of the essence;

(3) Letter of September 18, 1970 from contractor to Oregon State Highway Department requesting in view of the short duration of time the manufacturer be permitted to send shop drawings directly to the Department to expedite the handling;

(4) Letter of October 1, 1970 from manufacturer to Oregon State Highway Department furnishing drawings as a direct submittal for the high mast lighting poles, and informing the Department the manufacturer would be in a position to proceed with manufacture and shipment on receipt of approved prints of drawings and specifications;

(5) Letter of October 16, 1970 from contractor to Department stating that the manufacturer would not release the product until shop drawings were approved;

(6) Approval by Department of drawings on Rogue River Interchange sent out October 19, 1970;

(7) Letter of October 20, 1970 from manufacturer's Portland, Oregon representative acknowledging receipt of approved drawings and advising of their being forwarded to the Canton, Ohio plant for immediate release of order for manufacturer;

(8) Letter from manufacturer of November 19, 1970 giving estimate of shipment on March 5, 1971, with notation thereon by supplier of telephone instructions to manufacturer to better the shipping schedule;

(9) Sales order of manufacturer dated January 4, 1971 based on supplier's purchase order requesting shipment as soon as possible, indicating the estimated shipment date of March 4, 1971;

(10) Telephone call by supplier to manufacturer February 12, 1971 advising of the mandatory requirement that the poles arrive not later than March 31, 1971 to enable completion of the job April 16, 1971;

(11) Letter of February 15, 1971 from manufacturer stating that because of the in-transit time involved, a specific delivery date could not be established, declining responsibility for liquidated damages, but indicating it would appear the required delivery dates would be met

The last lighting pole section was received on the job site at the Rogue River Interchange on Monday, May 17, 1971, too late to complete the installation until May 18, 1971.

It was simply impossible notwithstanding the consistent and persistent efforts of the contractor and supplier to secure delivery of the complete lighting pole assemblies within the limit of time set forth in the contract.

On the Klamath Falls project, the 20 pole assemblies were obtained from Union Metal Manufacturing Co.'s Pacific Union Metal Division at Fremont, California; the penalty clause is $30 per day and amounts to $2,010 (after taking into account a two day extension heretofore granted without assessment of the liquidated damages).

Approximately the same situation obtained with respect to delivery of the lighting poles on this project as occurred on the Rogue River project, with every effort being exercised on part of contractor and supplier to expedite manufacture and shipment to arrive within the time limit.

It has come to our attention that since the contracts in question were awarded, a greater length of time has been prescribed and allowed as the deadline date for completion of other projects where lighting tower assemblies have been involved. As we understand it, contracts were awarded at bid opening days

on April 29 and 30, 1971, allowing for completion as to:

Beaverton, 250 days
Bend, 250 days
Coos Bay, 240 days
Estacada, 400 days

This leads us to believe that previous experience in the way of time involved in obtaining deliveries of specially designed lighting tower assemblies may well have been persuasive in later decisions relating to time within which contracts reasonably could be completed. It is therefore respectfully requested that a waiver of penalty be made in respect of contracts No. 7478 and No. 7497 and that a 32 day extension of time for completion be allowed as to contract No. 7478 and an extension of 69 days (including the two days heretofore allowed) for completion be allowed as to contract No. 7497.

If consistent, and time permits, we would like an opportunity to be heard at the time this matter is presented to the Commission.

Very truly yours,

TILLMAN & BOOTH, INC.

By Robert C Booth
President

RECEIVED
NOV 15 '71
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 11 1971
FOR FILING

I-5-1(73).50
7478

#7

September 10, 1971

Sims Electric, Inc.
721 S. E. Oak Avenue
Roseburg, Oregon 97470

Gentlemen:

The State Highway Commission at its meeting on September 8, 1971, considered your request for a time extension of 32 calendar days on Contract No. 7478 for work on the Rogue River Interchange Section of the Pacific Highway in Jackson County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission denied your request.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc F. D. Morgan
I. D. Merchant
V. E. Skoog
C. T. Keasey
A. L. Chapman
Federal Highway Administration

fkn:kl:dr

SEP 2 - 1971
FOR FILING
I-5-1(73)50
7478

September 1, 1971

Oregon State Highway Commission

Request for Extension of Time
No. 7
September 8, 1971 meeting

Gentlemen:

Sims Electric, Inc., contractor for the construction of the Rogue River Interchange Section illumination on the Pacific Highway (I-5) in Jackson County, Contract 7478, has requested that he be granted an additional 32 calendar days in which to complete the contract work without assessment of liquidated damages. The contractor cites failure on the part of his pole supplier to deliver the poles on time as the reason for his failure to complete the work on time.

The contract was awarded September 11, 1970, and allotted 180 calendar days to complete the work. This forecast a completion date of March 24, 1971. The work was placed under a stop work order September 26, 1970, which was rescinded on October 19, 1970. Calendar days were not counted while the stop work order was in effect.

The stop work order adjusted the completion date to April 17, 1971. The work was completed May 18, 1971, with 212 calendar days charged. This is an excess of 32 calendar days.

Delay occasioned by nondelivery of materials is not a reason for an extension of time without assessment of liquidated damages within the language of the contract.

I recommend that the contractor be assessed liquidated damages for the 32-day overrun. This amounts to an assessment of $3,200.

This is a Federal-aid project and we have the concurrence of the Federal Highway Administration.

This matter will be on the agenda for your consideration at the September 8 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
I. D. Merchant
F. D. Morgan
V. E. Skoog
L. H. Young
C. T. Keasey

CAG:dh fn

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon
Attention: Mr. A. E. Johnson

DATE: August 23, 1971

In reply refer to: 08-35-DB

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-1(73)50
Rogue River Interchange
Contract No. 7478

Your letter of August 10 concerning a time extension for the subject project has been considered by this office.

We do concur in issuing the Stop Work Order on September 26, 1970, for the procuring and erecting of the construction signs. However, we cannot agree to granting the 32-day extension of time for non-delivery of materials. The delay in shipping the towers and loss of a section of one of the towers is considered the responsibility of the contractor and his supplier, not the State, under the terms of the contract.

We can find nothing in the Standard Specifications that allows for granting additional time for lack of materials. Therefore, we do not concur in your recommendation.

NOTED
IVAN D. MERCHANT

REJ.

RECEIVED
AUG 24 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED
AUG 25 1971
BRIDGE DIVISION

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

RECEIVED
AUG 10 1971
FOR FILING

I-5-1(73).50
7478

August 10, 1971

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Dear Sir:

Re: Rogue River Interchange
FAP I-5-1(73)50
Contract No. 7478

The subject contract was awarded September 11, 1971, and allotted 180 calendar days to complete the work, with the calendar-day count to start September 26, 1970. This forecast a completion date of March 24, 1971. The work was placed under a stop work order September 26, 1970, to allow the contractor time to procure and erect construction signs which were inadvertently omitted from the contract documents. The signs were in place October 19, 1970, and the stop work order was rescinded on that date. Calendar days were not counted while the stop work order was in effect.

The stop work order adjust the completion date to April 17, 1971. The work was completed May 18, 1971, with 212calendar days charged. This is an excess of 32 calendar days.

The principal reason for the contractor's failure to complete the work on time was failure of his pole supplier to deliver the poles. Facts pertinent to this delay are as follows:

The contractor ordered the poles September 14, 1971, three days after the award of the contract, based on a quotation by his supplier that indicated 17 to 18 weeks delivery time which would place the poles on the job about January 18, 1971. The calendar-day count would be 92 days expended on January 18, or about half of the contract time.

The poles, less one section of one pole, were delivered April 22, 1971. The calendar-day count on that date was 186 days, or 6 days after the specified completion date. The missing pole section was delivered May 17, 1971. The calendar-day count on that date was 211, or 31 days after the specified completion date. Pole erection was completed and the lights activated May 18, 1971, completing the work with 212 calendar days charged.

The contractor ordered the poles three days after the award of the contract, basing his order on a quoted delivery time that would afford him ample time to complete his work. When delay in delivery became apparent, he made several attempts to expedite the delivery. The contractor made an honest effort to accomplish the contract work within the time allotted and could not do so because of the late delivery of the poles. Failure on the part of the supplier to fulfill his obligations is an extenuating circumstance beyond the control of the contractor. With your concurrence, I propose to recommend to the Highway Commission that the contractor be granted a 32-day extension without assessment of liquidated damages. This waives all liquidated damages.

Other delays to the contract consisted on one day doing extra work ordered by Price Agreement 3 (fencing) and six days doing extra work ordered by Price Agreement 5 (landscaping).

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

cc R. L. Porter
Tom Edwards
I. D. Merchant
F. D. Morgan

CAG:dh ms

RECEIVED
AUG 4 - 1971
FOR FILING

I-5-1(73)50

7478

August 4, 1971

General Insurance Co. of America
Portland Service Office
1300 S. W. 1st Avenue
Portland, Oregon 97201

Gentlemen:

On July 2, 1971, we wrote to you concerning release of final payment on Contract No. 7478 awarded to Sims Electric, Inc., for work on the Rogue River Interchange Section of the Pacific Highway in Jackson County.

Final payment on this contract is $2,800 and the total contract amount is $128,930.66 including $140.02 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc: Sims Electric, Inc.
721 S. E. Oak Avenue
Roseburg, Oregon 97470

bc: Frank Morgan
Ivan Merchant
C. T. Keeney
V. E. Skeeg
Attn: John Kerr

RECEIVED
JUL 1 - 1971
FOR FILING

I-5-1(73)50
7478

June 30, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed May 18, 1971 on Contract No. 7478. The contract was with Sims Electric, Inc. and was for grading, guardrail and illumination on the Rogue River Interchange Section of the Pacific Highway in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective June 30, 1971 and that you concur in this procedure at the Commission meeting on July 27, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Foster
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
F. D. Morgan
V. D. Wolfe
I. D. Merchant
V. E. Skoog
L. H. Young
C. T. Keasey

VG:fw

FEB 12 1971

FOR FILE

I-5-1(73)50
7478

MARWAIS STEEL COMPANY

One Barrett Avenue • P.O. Box 1208 • Richmond, Calif. 94802
Telephone 524-7311 • Cable Address: Waismar

February 9, 1971

CERTIFIED MAIL NO. 371719, 371720, 371721

RETURN RECEIPT REQUESTED XXX

Re: Oregon State Contract 7478

Project I-5-1 (73) 50

Rogue River Interchange. Sec. of Pacific Hwy. 7 miles East of Grants Pass

Sims Electric
721 S. E. Oak Avenue
Roseburg, Oregon

Gentlemen:

This is to advise you that on 2/4/71, we shipped Highway Guard Rail material for installation on the above project to McWaters Construction Company of Mesa, Arizona, a sub-contractor for your firm on this project. This material was billed on our invoice no. 02-005, dated 2/4/71 in the amount of $ 766.64.

This advice is a routine procedure followed by this Company and is not a refection of the credit standing of your sub-contractor.

Very truly yours,

MARWAIS STEEL COMPANY

James E. Cameron

James E. Cameron
Credit Manager

JEC:cb

CC: McWaters Construction Company
Sub-contractor

State of Oregon

RECEIVED
FEB 12 1971
OREGON
STATE HIGHWAY COMMISSION

NOTED
LOYD QUERY

RECEIVED
SEP 15 1970

FOR FILE

I-5-1(73)50
14-78

September 14, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of September 9, 1970, is requested in the award of contract for the Rogue River Interchange Section, Project No. I-5-1(73)50.

The contractor receiving the award is Sims Electric, Inc., in the amount of $125,505.25, with Contract No. 7478 assigned. This bid was received on September 3, 1970, and awarded September 11, 1970.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Federal Highway Administration's
Endorsement

Date_____
I concur in the award.

R. E. Simpson
Division Engineer

DAR:bb

RECEIVED
SEP 11 1970
FOR ...

I-5-1(73)50
7478

September 11, 1970

Sims Electric, Inc.
721 S. E. Oak Ave.
Roseburg, Oregon 97470

Gentlemen:

The State Highway Commission today awarded to you State Highway Contract No. 7478 in the amount of $125,505.25 on Rogue River Interchange Section of the Pacific Highway in Jackson County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

bc F. D. Morgan
I. D. Merchant
C. I. Keasey
A. L. Chapman
William Geibel (SAIF)

FORM FHWA-1240
REVISED OCT. 1967

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FEDERAL AID PROJECT NO.
I-5-1(73)50

STATE PROJECT NO.
ROGUE RIVER INTERCHANGE

COUNTY NAME
JACKSON

PROGRAM STAGE (Check)
[ ] 1 [XX] 2

PROGRAM NO.

ITEM NO.
I-620

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

TO:
I-5-1(73)50
7478

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

LETTER OF APPROVAL AND/OR AUTHORIZATION

AUG 20 1970

FOR FILING

8-17-70

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
AUGUST 12, 1970	AUGUST 12, 1970	INTERSTATE ROUTE #5
		STATE ROUTE NUMBER: STATE PRIMARY ROUTE #1

LIMITS OF AUTHORITY

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $1,000 AND EROSION CONTROL IN THE AMOUNT OF $1,000 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [XX] OTHER (Specify) CONTRACTOR'S FLAGGING $1,000; EROSION CONTROL $1,000
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [XX] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S AUGUST 10, 1970 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

THE STANDARD SPECIFICATIONS FOR WELDED BRIDGES AND INCIDENTAL STRUCTURES ARE APPROVED FOR USE ON THIS PROJECT, JULY 1970 ISSUE.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

Young/ulsera.
8-19-70

NOTED
F. B. KLABOE

NOTED
TOM EDWARDS

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-17-70		DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

TRANSACTION NUMBER 8-33 AND 8-34

FORM PR-48 (REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 8-12-70

BY (Signature): MR. YOUNG'S JULY 24, 1970 LETTER

TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS _____

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 620 THRU 621

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
620	I-5-1(73)50	0.92	165,000	152,000	I-5 ROGUE RIVER INTERCHANGE	ILLUMINATION, MINOR SAFETY AND GUARDRAIL
621	I-5-6(69)309	0.28	860,000	801,900	JANTZEN BEACH INTERCHANGE	GRADE, DRAIN & HIGH TYPE PAVEMENT 6 - 12' LANES AND ILLUMINATION.

Young 8-18-70

REMARKS (Division)

FUR I-5-1(73)50 1478

RECEIVED AUG 17 1970 OFFICE OF STATE HIGHWAY ENGINEER

NOTED F. B. KLABOE

NOTED TOM EDWARDS

RECEIVED AUG 19 1970

8-12-70

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		8-12-70	R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-95

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B. O.

FORM PR-1 (REV. 4-61)

7-24-70

FEDERAL-AID
(P

CARD 2	REPORT NUMBER (10)–(20): 1	PROJECT LOCATION (65 typewriter spaces) 21–69: I-5 Rogue River Interchange					ADT	PRESENT: 9,400	FUTURE (66): 16,900 (70)				
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28–62: Illumination, grading and guardrail		NATL. FOREST (63)–(65)	FH ROUTE NO. (66)–(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)		EMERG. YR. (72)–(73)	PL. (74)			
CARD 4	CLASS OF FEDERAL FUNDS: Interstate								COUNTY NAME: Ja				
	NAME OF URBAN AREA 17-31								ROUTE NO. 1	FEDERAL: I-5			

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (43–46)	STEP (53)	TERMINI (Full description) (54)–(58)	MILES (59)–(66)	ESTIMATED PROJEC TOTAL ESTIMATED COST	ESTIMATED PROJEC FEDERAL FUND (67)
1	(1445)	(18)	41	42						
5					PE		I-5 Rogue River Interchange Section			
5					ROW					
5					CONST (CODE) Safety			0.92	165,000	152,000
								0.92	165,000	152,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	(16) (23)–(24)

Projects I-

74 78

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	ADT	9,400	16,900	90	08	Oregon	35	042	620

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
					I-	5-1(73)		50	

COUNTY NAME	CODE	PROGRAM STAGE
Jackson	029	[ ] 1 OR [X] 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
1	I-5		I-5

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
					Installation of illumination on ramps; install and adj. median barrier & guardrail; grading to ease side slope.
0.92	165,000	152,000	13,000		ROW - 250' normal; access control - full; parking restrictions - complete.
0.92	165,000	152,000	13,000		

REMARKS

Additional Data: Items 69A, C, H, N and 501A;
Projects I-5-1(9), I-5-1(5), I-5-1(11), I-5-1(22) and I-5-1(68).

(over)

USCOMM-DUSCOMM-DC 48808-P61

Remarks continued -

The proposed project consists of the following Safety Improvement Work:

Type Code Y030: Installation of illumination on the ramps (on and off) of the Rogue River Interchange. Estimated cost $81,000.

Type Code Y006: Grading necessary to ease side slopes and placing of topsoil for erosion control seeding. Estimated cost $16,000.

Type Code Y101: Install and adjust guardrail and median barrier to present standards. Guardrail ends to be flared and anchored. Rails to be blocked out from posts. Ends of median barrier to be covered with earth berms. Post installation to conform with present 6'-3" spacing. Estimated cost $68,000.

Public hearing not required under paragraph 6c of PPM 20-8.

State Clearinghouse review not required under working agreement which exempts this type of work.

District Clearinghouse review is not required as this work is considered stage construction of the Interstate System to bring this section up to Interstate standards.

Design approval is considered to have been given for the above described "Safety" work when the Bureau of Public Roads accepted the publication by AASHO "yellow book", "Highway Design and Operational Practices Relating to Highway Safety - February 1967".

The illumination of the interchange was requested on a basis of safety under our letter of March 10, 1970, and the drawings submitted June 25, 1970, were approved by the Bureau of Public Roads, July 7, 1970.

There have been 6 accidents resulting in property damage and 4 non-fatal injuries at this interchange during the period 1966 to 1969.

RECEIVED
JUL 21 1970
FOR FILE

OREGON STATE HIGHWAY DIVISION

I-5-1(73)50
7478

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

July 17, 1970

Mr. R. H. Sallee
Pacific Power & Light Company
920 S. W. Sixth Avenue
Portland, Oregon 97204

ATTENTION: Lloyd Lamothe

Re: Access
Rogue River Interchange
(Grants Pass-Rock Point Sec.)
Pacific Highway
R/W File 27314
Jackson County

Gentlemen:

Reference is made to a letter agreement between California-Oregon Power Company and the State of Oregon dated September 28, 1960, which designated the access to your easement on the westerly side of Depot Street as being from Depot Street only.

Field work on this project indicated that a traffic hazard has developed at the intersection of the southbound off ramp to the freeway and Depot Street. Vehicles (usually fishermen) have been proceeding westerly on Depot Street to the off ramp, crossing the off ramp and proceeding along the toe of the fill of the off ramp to the river. This not only creates a traffic hazard on the off ramp but endangers your anchors which are located adjacent to the off ramp at its intersection with Depot Street.

In a meeting at the site on July 9, 1970, involving Messrs. Sparling, Holcomb, Lamothe and Preston, it was agreed that guardrail will be installed along the off ramp to Depot Street eliminating access to the river at this point.

NOTED
F. B. KLABOE

PP&L will retain their existing access rights from Depot Street.

Very truly yours,

PGP:ss
cc: F. B. Klaboe
J. L. Sollis (w/attachment)
D. H. Moehring (R/W 27314 w/attachment)
C. T. Keasey (w/attachment)
R. L. Lammert "
J. E. Holcomb "

F. D. Morgan
Construction Engineer

By: [signature]

T. W. Litchfield
Railroad & Utility Engineer

RECEIVED
JUL 20 1970
OFFICE OF
STATE HIGHWAY ENGINEER

7471

NOTICE OF INTENT - STATE AGENCIES

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Project: Rogue River Intchge. Section
Pacific Hwy., Jackson Co.

July 8, 1970

FROM: Applicant Agency State Highway Division — Salem (Address)

Contact Person L. H. Young — 2761 (Phone)

1. Project requires Emergency Board approval of agency federal fund limitation: Yes ..... No X (if "yes", please also submit the information called for on page 3, Notice of Intent)

---

2. **Project Location**

Administrative District Eight (8) City --

County Jackson Special District(s) (if applicable) --

Other affected jurisdictions/agencies --

3. **Federal Program**

Common Program Name Federal Aid Interstate

Authorizing Legislation Title 23 U.S.C. Highways
(Public Law No. and Title)

Fed. Admin. Dept. of Transportation — Original Application X

Agency Bureau of Public Roads — Renewal Application

---

4. **Estimated Project Cost**

Federal Share $ 70,200
Loan ..... Grant X

Local Applicant Share (--)
(if any) $ --

State Agency Share $ 7,800

Other (Specify) $ --

Total $ 78,000

Source of State Agency Share

General Fund $ --

Other Funds (specify) $ --

Indirect Cost Reimbursement

No X Yes ..... $ ..... (Approx)

Will Federal share change: No X

Yes, from .....% to .....%

When .....

5. Period Covered by Projects

Beginning date September 1970
(Original date, if project covers more than one year)

Length of time (weeks, months, or years) Six months

Approximate ending date March 1971

Will renewal be requested? Yes ..... No X

6. Estimated Application Filing Date August 1970

7. Project Description - Including statements of relationship to and effects on the objectives outlined in *Goals for a Livable Oregon.* (Use additional sheets as necessary)

ROGUE RIVER INTCHGE. SECTION, Pacific Hwy., Jackson County

This project consists of preliminary engineering, grading, adjustment of guardrail, illumination of the Interchange, and incidental work necessary to up-date this Intchge.to current Interstate safety standards.

The project is related to the "Goals for a Livable Oregon" by improving our Interchange to minimize traffic crashes, injuries, loss of life, and property damage due to motor vehicle transportation.

See attached map for geographical location.

RECEIVED
JUN 5 - 1970
FOR FILING

L-C

I-5-1(73)50
7478

April 22, 1970

4-21-70

City of Rogue River
City Hall
Rogue River, Oregon 97537

MISC. CONTRACTS and AGREEMENTS No. 5239

Attention: Norma B. Pilcher
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering installation of illumination at the Rogue River Interchange on the Evans Creek-Rock Point Section of the Pacific Highway.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc F. E. Crandall I. O. Merchant
(conf. agreement attached)

RECEIVED
APR 9 - 1970
FOR FILING

I-5-1(73)50
7428

April 8, 1970

8240

Oregon State Highway Commission

Gentlemen:

A State-City agreement has been prepared covering the installation of illumination at the Rogue River Interchange on the Evans Creek-Rock Point Section of the Pacific Highway in Rogue River.

This agreement has been executed by the City and provides that the State shall do the work at an estimated cost of $40,000 and maintain the luminaire units after installation. The City is to pay for all electrical energy consumed. This is an Interstate project.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be on the agenda for your consideration at the April 21 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Quary
R. L. Porter
Tom Edwards
V. D. Wolfe
F. B. Crandall
I. D. Merchant
V. E. Skoog
E. S. Hunter
H. S. Cox
J. J. Gix
C. T. Keasey

LEG:njc sr

RECEIVED
MAR 17 1970

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

FOR FILING

Memorandum

I-5-1(73)50

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

7478 G.K. Loosmore

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: March 13, 1970

In reply refer to: 08-35-DB

Edwards

SUBJECT: Oregon Project I-5-1(-)46
Rogue River Interchange
Illumination

Reference is made to Mr. Merchant's March 9 and 10 letters requesting our approval for Federal-aid participation in illuminating the Rogue River Interchange.

The warrants provided in Mr. Merchant's letters are considered adequate justification for illumination of the interchange. The actual detailed lighting plans should be submitted for our review and approval upon completion of the final layout.

A print of the proposed study plan is being returned as requested.

Enclosure

Copy Ivan
Print & copy to
D Merchant
3-17-70

NOTED
JOHN EDWARDS

RECEIVED
MAR 13 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 11 1970
FOR FILING

OREGON STATE HIGHWAY DIVISION

I-5-1(13)50
7428

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

March 10, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon 97301

Attention: Mr. Glenn K. Hossner

Gentlemen:

Re: Rogue River Interchange
Pacific Highway
Jackson County

In answer to your telephone request of March 9, 1970, the following is being submitted as justification for lighting of the above interchange.

Justification for the illumination of this interchange is based on Case B-6 of AASHO publication titled, "An Informational Guide for Lighting Controlled Access Highways" dated June 29, 1965.

"Complete or partial interchange lighting is considered to be warrented where the local governmental agency finds sufficient benefit in the forms of convenience, safety, policing, community promotion, public relations, etc., to pay an appreciable percentage of the cost of or wholly finance the installation, maintenance and operation of the lighting facilities."

The Bureau of Public Roads has ruled that the assumption of the cost of electrical energy is considered a substantial contribution.

Illumination of the interchange is definitely warrented in this instance on the basis of safety. The prevalence of fog during the winter months with consequent restricted visibility cause particularly acute adverse conditions requiring nighttime illumination for safe driving. Several interchanges have been illuminated in this area based on the above.

NOTED
TOM EDWARDS

We believe that the tower lighting proposed will give a substantially better lighting arrangement than would the conventional 50' mounting height poles placed on the off and on ramps only. The installation and power costs for the tower illumination plan are less than those for the partial plan provided for by 50' mounting height poles.

Attached is a sheet showing the 1969 A.D.T.

Yours very truly,

ORIGINAL SIGNED
IVAN D. MERCHANT

Ivan D. Merchant
Bridge Engineer

DOC:jf

cc: Tom Edwards
L. H. Young
V. E. Skoog
L. E. George
D. O. Christensen

RECEIVED
MAR 11 1970
OFFICE OF
STATE HIGHWAY ENGINEER

SU-441(9) Pacific Hwy. W. - NW Expressway Sec., FAS 860 (structure) 1970

7480

C8 H 4028
RR- 690

fas 860
Lane

January 2, 1974

Lane County Board of Commissioners
Courthouse
Eugene, Oregon 97401

Attention Mr. Al Driver
Director of Public Works

Re: Pacific Hwy. West-NW Expressway Sect.
Belt Line Road, FAS 860
Lane County

Gentlemen:

Accompanying this letter is an itemized statement of the final costs of this project.

This final billing for this project is in the amount of $8,307.96. This amount will be in two refunds from the Highway Division, with one warrant in the amount of $3,307.96, and the other a check in the amount of $5,000.00 which is an advance deposit refund.

A semi-final amount of $84,191.63 was sent to you on April 16, 1973.

Very truly yours,

H. S. Cox
County and City Engineer

By

HR
Harold Reynoldson
Rural Program Engineer

HR:ljt

Att.

ENGR. ASST. OE AE UE
UPE UE RPE

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE November 16, 1973

TO Vernon E. Skoog
Fiscal Officer-OREDOT

FROM Jess Jones
Utility Auditor

SUBJECT Southern Pacific Transportation Co.
Pacific Highway West - N.W. Expressway (Eugene)
Contract 7480 F.A.P. SU-441(9)

On September 18, 1970 the State entered an agreement with the railroad in behalf of Lane County. Estimated costs were $42,790. Actual costs were $31,996.58. Railroad costs were not programmed for federal participation. The bills were approved by D. W. Gallaher of Oregon Bridge Engineering, and Oregon State Highway Division Region 3 in Roseburg.

Scope

This billing was included in audits totalling $398,232.00, which were verified September 24/28 as deemed adequate in proper audit techniques. Several apparent discrepancies were found to be reasonable, and equitable, and in conformance with PPM 30-3.

Conclusions

That the billing includes only actual costs as defined and limited by PPM 30-3, and that the charges are justified.

Recommendation

The agreement with Lane County indicates all costs not covered by federal reimbursement are to be borne by the County. The total amount due the State is $31,996.58.

APPROVED
V. E. Skoog
V. E. Skoog, Fiscal Officer
Dept. of Transportation

JJ:kmb

NOTED
F. R. GRIFFIN

A-359 UTILITY COST DISTRIBUTION SUMMARY

Salem, Oregon 15 NOV 73, 19___

STATE OF OREGON

To SOUTHERN PACIFIC TRANSP. CO. P.O. BOX 44252

SAN FRANCISCO, CALIF. 94144, Dr.

Project PACIFIC HWY WEST/N.W. EXPWY (EUGENE) Highway Comm. Agreement No. 690

Contractor OREGON BRIDGE ENGINEERING Contract No. 7480

Ry. Company's Agreement No. 133706 Estimate No. FINAL

Period Covered "RELEASE OF RETAINED PERCENTAGE"

Item	Total Amount to Date	Previous Amount	Present Amount
BILL NO 471207	6,117.00	6,117.00	
" " 471619	2,046.52	2,046.52	
" " 473713	2,864.05	2,864.05	
" " 473867	5,969.29	5,969.29	
" " 451214	2,584.63	2,584.63	
" " 475711	1,586.19	1,586.19	
" " 477373	1,800.44	1,800.44	
" " 479467	4,823.28	4,823.28	
" " 459196	1,627.46	1,627.46	
" " 490295	2,577.72	2,577.72	
TOTAL	31,996.58	31,996.58	
LESS AMOUNT PAID	28,796.93	28,796.93	
AMOUNT OF THIS PAYMENT	3,199.65		3,199.65

Totals 3,199.65 3,199.65

Retained 0 %

Total Payments

Computed By FJ

Checked By

Previous Voucher No.

Charge:

Charge: 520-1042-205 N 3,199.65

Charge:

Credit:

Approved By:

Auditor

Mr. Ivan Merchant
Asst. State Highway Engineer - Bridges
FAS 860; SXF 540;
PUX 780

WORK SHEET =

BILL COLLECTIBLE

S-130-P
(A.A.R. 206)

Bill No. 190295
Quote above number when remitting

Month's Account July - 72

Dept. No. 3

Date Made (5) 7/19 1972

DUPLICATE

TO SOUTHERN PACIFIC TRANSPORTATION COMPANY Dr.

LEGEND:
- MATH

State of Oregon
Oregon Highway Department
Salem, Oregon 97208

Please return copy of this bill with remittance to:
SOUTHERN PACIFIC TRANSPORTATION COMPANY
P. O. Box ~~3809~~ 44252
San Francisco, California ~~94120~~ 94144

Cost of labor and materials furnished in connection with construction of Belt Line Overhead Crossing at Eugene Yard, Oregon in accordance with the terms of Agreement dated Sept. 18, 1970 Document Audit No. 133706	TOTAL BILLING	31,996.58
	LESS AMT CHR.	29,418.86
		2577.72
Final Bill (Detail Attached)		$2,356.32
I certify that above bill is correct and just; that payment therefor has not been received; that all statutory requirements as to American production and labor standards, and all conditions of purchase applicable to the transaction have been complied with; and that State or local sales taxes are not included in the amounts billed. #94-61323-W	ADD FOR DUPLICATE CREDIT TAKEN	221.40
		2,577.72

DISTRIBUTION: SOUTHERN PACIFIC TRANSPORTATION COMPANY

J.P. Gallagher, Mgr. of Disbursement Acctg.

By: A. Chavez
Encl for Chief Clerk

For further information address:
MANAGER, EQUIPMENT AND
MISCELLANEOUS ACCOUNTING
Southern Pacific Transportation Company
San Francisco, California 94105

APPROVED BY OREGON BRIDGE & REGION OFFICE

STATE HIGHWAY ENGINEER
OREGON HIGHWAY DEPARTMENT
SALEM, OREGON 97208

BILL AUDIT NO -
MONTHS ACCOUNT-
ACCTG DEPT NO -
DATE MADE -
SA- 133489

TO THE SOUTHERN PACIFIC TRANSPORTATION CO., DR. 30-3

FAS 860 SXF 540 PUX 780
CONSTRUCTION OF BELT LINE OVERHEAD CROSSING AT EUGENE YARD, ORE.
PER AGREEMENT NO. 133706, DATED SEPT. 18, 1970, AND GMO 73802

FINAL BILL PER STATEMENT ATTACHED 31996.58
DATE FIRST WORK PERFORMED SEPT 1970
DATE LAST WORK PERFORMED JUNE 1972

THE RECORDS SUPPORTING THE CHARGES IN THIS BILL ARE LOCATED IN THE OFFICE OF MANAGER OF DISBURSEMENTS ACCOUNTING, SAN FRANCISCO, CALIFORNIA

S U M M A R Y

1-SIG. POLE LINE WORK	3347.76 ✓	
2-COM. POLE LINE WORK	2416.52 ✓	
3-PWR POLE LINE WORK	5072.85 ✓	
4-FLAGGING	532.95 ✓	
5-ENGR. INSPECTION	15081.07 ✓	
6-PRE-ENGINEERING (5.7H % OF TOTAL)	551.44 ✓	
7-ACCTG & BILLING	1838.13 ✓	
8-ROADWAY WORK	3155.86 ✓	
TOTAL BILL	31996.58	31996.58
LESS AMOUNT PREVIOUSLY BILLED	29,640.26 BILLED	29,418.86 PAID
FINAL BILL	2,356.32	2577.72
	221.40	
	2,577 72	

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STATE HIGHWAY ENGINEER
OREGON HIGHWAY DEPARTMENT
SALEM, OREGON 97208

BILL AUDIT NO -
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SA- 133489

TO THE SOUTHERN PACIFIC TRANSPORTATION CO., DR. 30-3

1-SIG. POLE LINE WORK

LABOR			
9 70 SIG FOREMAN	32.000	HRS AT 4.6520	148.86
9 70 LEAD SIGNALMAN	48.000	HRS AT 4.0516	194.48
9 70 SIGNALMEN	144.000	HRS AT 3.7929	546.18
9 70 ASST SIGNALMAN	32.000	HRS AT 3.3969	108.70
9 70 ASST SIGNALMAN	32.000	HRS AT 3.3673	107.75
10 70 SIG FOREMAN	8.000	HRS AT 4.6519	37.22
10 70 SIGNALMAN	16.000	HRS AT 3.9729	63.57
10 7C LD SIGNALMAN	8.000	HRS AT 4.0516	32.41
10 70 SIGNALMAN	8.000	HRS AT 3.9729	31.78
10 70 ASST SIGNALMAN	8.000	HRS AT 3.4559	27.65
	336.		1298.60

STATE HIGHWAY ENGINEER
OREGON HIGHWAY DEPARTMENT
SALEM, OREGON 97208

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TO THE SOUTHERN PACIFIC TRANSPORTATION CO., DR. 30-3

PLUS- 6.500%	VACATION ALL	ON	1298.60	84.41	
2.800%	PD HOLIDAY	ON	1298.60	36.36	
13.300%	RR&UI TAXES	ON	1419.37	188.78	
5.000%	HEALTH & WELFARE	ON	1298.60	64.93	
3.000%	COMP INS	ON	1383.01	41.49	
1.000%	PL&PD INS	ON	1383.01	13.83	453.37
0.07/HR	EXC TAX ON 336 HRS			23.52	1751.92
12 71 LD SIGNALMAN		16.000 HRS AT 4.3516		69.63	
12 71 SIGNALMAN		16.000 HRS AT 4.2729		68.37	
12 71 ASST SIGNALMAN		16.000 HRS AT 3.5178		56.28	
				194.28	
PLUS- 6.500%	VACATION ALL	ON	194.28	12.63	
2.800%	PD HOLIDAY	ON	194.28	5.44	
13.700%	RR&UI TAXES	ON	212.35	29.09	
5.000%	HEALTH & WELFARE	ON	194.28	9.71	
3.000%	COMP INS	ON	206.91	6.21	
1.000%	PL&PD INS	ON	206.91	2.07	
0.06/HR	EXC TAX ON 48 HRS			2.88	262.31
PERSONAL EXPENSE					
9 7C MEALS				7.75	7.75
MATERIAL					
2.00 ANCHOR	BLOCKS & RODS, COMPL DS 1 FROM A				
	UNIT PRICE IS	4.4700 EA			
	TOTAL WEIGHT IS	0.0 LBS		8.94	

STATE HIGHWAY ENGINEER
OREGON HIGHWAY DEPARTMENT
SALEM, OREGON 97208

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TO THE SOUTHERN PACIFIC TRANSPORTATION CO.,DR. 30-3

4.00	BENDS,90 DEG	DS 1 FROM A	
	UNIT PRICE IS	1.6000 EA	
	TOTAL WEIGHT IS	0.0 LBS	6.40
4.00	BOLTS,SPACING,14 IN	2 FROM B	
	UNIT PRICE IS	0.7200 EA	
	TOTAL WEIGHT IS	40.00 LBS	2.88
2.00	BOX,LTNG ARR,FIG C	2 FROM B	
	UNIT PRICE IS	21.7800 EA	
	TOTAL WEIGHT IS	62.00 LBS	43.56
460.00	CABLE,16 CONDR	2 FROM B	
	UNIT PRICE IS	0.5410 FT	
	TOTAL WEIGHT IS	316.48 LBS	248.86
450.00	CABLE,14 CONDR	2 FROM B	
	UNIT PRICE IS	0.5700 FT	
	TOTAL WEIGHT IS	309.60 LBS	256.50
880.00	CONDUIT,2 IN	DS 1 FROM A	
	UNIT PRICE IS	0.5130 FT	
	TOTAL WEIGHT IS	0.0 LBS	451.44
2.00	CROSS ARMS,10 PIN,CREO	DS 1 FROM A	
	UNIT PRICE IS	6.2000 EA	
	TOTAL WEIGHT IS	0.0 LBS	12.40
8.00	INSULATORS	2 FROM A	
	UNIT PRICE IS	3.0900 EA	
	TOTAL WEIGHT IS	48.00 LBS	24.72
100.00	MESSENGER,3/8 IN STRAND	DS 1 FROM A	
	UNIT PRICE IS	0.0690 FT	
	TOTAL WEIGHT IS	0.0 LBS	6.90
2.00	ROD,3/8 IN	DS 1 FROM A	
	UNIT PRICE IS	3.0520 EA	
	TOTAL WEIGHT IS	0.0 LBS	6.10
6.00	STRANDVISE,3/8 IN	DS 1 FROM A	
	UNIT PRICE IS	1.4000 EA	
	TOTAL WEIGHT IS	0.0 LBS	8.40
2.00	STRANDVISE,1/4 IN	DS 1 FROM A	
	UNIT PRICE IS	2.1965 EA	
	TOTAL WEIGHT IS	0.0 LBS	4.39
48.00	TERMINALS	DS 1 FROM A	
	UNIT PRICE IS	0.4600 EA	
	TOTAL WEIGHT IS	0.0 LBS	22.08

NA TO COST

STATE HIGHWAY ENGINEER
OREGON HIGHWAY DEPARTMENT
SALEM, OREGON 97208

BILL AUDIT NO -
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TO THE SOUTHERN PACIFIC TRANSPORTATION CO.,DR. 30-3

6.00 UNION,2 IN DS 1 FROM A
UNIT PRICE IS 6.1000 EA
TOTAL WEIGHT IS 0.0 LBS 36.60

1140.17
5.000% HANDLING ON 576.52 28.82
0.0 % USE TAX ON 1140.17 0.00
0.500% PURCHASING EXPENSE ON 563.65 2.81
3.000% FOREIGN LINE FREIGHT ON 576.52 17.29 1189.09

FREIGHT	WEIGHT	MI	TON MILES		
FROM A-E.ST.LOUIS	48	3175	76		
FROM B-SACRAMENTO	728	531	193		
TON MI AT 0.010/TM			269		2.69

EQUIPMENT RENTAL

9 70 TRUCK,2 TON,P357				
	6.000 DA AT	8.0000 DA	48.00	
9 70 TRUCK,2 TON,653				
	6.000 DA AT	8.0000 DA	48.00	
9 70 TRENCHER SP026				
	1.000 DA AT	10.0000 DA	10.00	
10 70 TRUCK,2 TON,P351				
	1.000 DA AT	8.0000 DA	8.00	
10 70 TRUCK,3/4 TON P.U.,458				
	1.000 DA AT	6.0000 DA	6.00	
12 71 TRUCK,3/4 TON P.U.458				
	2.000 DA AT	7.0000 DA	14.00	134.00

TOTAL SIG.POLE LINE WORK 3347.76

2-COM.POLE LINE WORK

STATE HIGHWAY ENGINEER
OREGON HIGHWAY DEPARTMENT
SALEM,OREGON 97208

BILL AUDIT NO -
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TO THE SOUTHERN PACIFIC TRANSPORTATION CC.,DR. 30-3

LABOR					
9 70 CABLE SPLICER	24.000	HRS AT	5.1623	123.90	
9 70 LINEMEN	40.000	HRS AT	4.9954	199.82	
10 70 CABLE SPLICER	16.000	HRS AT	5.1623	82.60	
10 7C LINEMEN	40.000	HRS AT	4.9954	199.82	
	120			606.14	
PLUS- 6.500% VACATION ALL		ON	606.14	39.40	
2.800% PD HOLIDAY		ON	606.14	16.97	
13.300% RR&UI TAXES		ON	662.51	88.11	
5.000% HEALTH & WELFARE		ON	606.14	30.31	
3.000% COMP INS		ON	645.54	19.37	
1.000% PL&PD INS		ON	645.54	6.46	
0.07/HR EXC TAX ON	120 HRS			8.40	815.16
11 71 DIST.LINEMAN	4.000	HRS AT	5.6387	22.55	
11 71 CABLE SPLICER	4.000	HRS AT	5.7358	22.94	
12 71 DIST LINEMAN	6.000	HRS AT	5.3935	32.36	
12 71 CABLE SPLICER	24.000	HRS AT	5.4867	131.68	
	38			209.53	

STATE HIGHWAY ENGINEER
OREGON HIGHWAY DEPARTMENT
SALEM,OREGON 97208

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TO THE SOUTHERN PACIFIC TRANSPORTATION CO.,DR. 30-3

PLUS-	6.500%	VACATION ALL	ON 209.53	13.62	
	2.800%	PD HOLIDAY	ON 209.53	5.87	
	13.700%	RR&UI TAXES	ON 229.02	31.38	
	5.000%	HEALTH & WELFARE	ON 209.53	10.48	
	3.000%	COMP INS	ON 223.15	6.69	
	1.000%	PL&PD INS	ON 223.15	2.23	
	0.06/HR	EXC TAX ON 38 HRS		2.28	282.08

MATERIAL

2.00	BOLTS,5/8X12 IN	2 FROM B		
	UNIT PRICE IS	0.9700 EA		
	TOTAL WEIGHT IS	18.00 LBS	X	1.94
6.00	BOLTS,MOUNTING	DS 1 FROM A		
	UNIT PRICE IS	6.8600 EA		
	TOTAL WEIGHT IS	0.0 LBS		41.16
1700.00	CABLE,U.G.,19 GA,25 PR	2 FROM A		
	UNIT PRICE IS	0.5100 FT		
	TOTAL WEIGHT IS	3077.00 LBS	X	867.00
5.00	CASE,SPLICE,20A1	DS 1 FROM A		
	UNIT PRICE IS	7.4400 EA		
	TOTAL WEIGHT IS	0.0 LBS		37.20
5.00	CASE,SPLICE,20B1	DS 1 FROM A		
	UNIT PRICE IS	10.3300 EA		
	TOTAL WEIGHT IS	0.0 LBS		51.65
2.00	J HOOKS	DS 1 FROM A		
	UNIT PRICE IS	0.4900 EA		
	TOTAL WEIGHT IS	0.0 LBS		0.98
508.00	SLEEVES,PLASTIC	DS 1 FROM A		
	UNIT PRICE IS	0.0020 EA		
	TOTAL WEIGHT IS	0.0 LBS		1.02
2.00	STRAND,NO 520	DS 1 FROM A		
	UNIT PRICE IS	1.4000 EA		
	TOTAL WEIGHT IS	0.0 LBS		2.80
2.00	STRANDLINK,5/16 IN.	DS 1 FROM A		
	UNIT PRICE IS	1.0500 EA		
	TOTAL WEIGHT IS	0.0 LBS		2.10

STATE HIGHWAY ENGINEER
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TO THE SOUTHERN PACIFIC TRANSPORTATION CO.,DR. 30-3

8.00	SLEEVES,NO.9 AWG		DS 1 FROM A		
	UNIT PRICE IS		0.2000 EA		
	TOTAL WEIGHT IS		0.0 LBS	1.60	
1.00	TIE WIRE		DS 1 FROM A		
	UNIT PRICE IS		1.0000 LB		
	TOTAL WEIGHT IS		0.0 LBS	1.00	
2.00	WASHERS,5/8 IN		DS 1 FROM A		
	UNIT PRICE IS		0.2000 EA		
1760.00	TOTAL WEIGHT IS		0.0 LBS	0.40	
1760.00	WIRE,NO.10,1CONDR		2 FROM A		
	UNIT PRICE IS		0.0420 FT		
	TOTAL WEIGHT IS		140.80 LBS	73.92	
				1082.77	
5.000%	HANDLING	ON	942.86	47.14	
0.0 %	USE TAX	ON	1082.77	0.00	
0.500%	PURCHASING EXPENSE	ON	139.91	0.69	
3.000%	FOREIGN LINE FREIGHT	ON	942.86	28.28	1158.88

FREIGHT	WEIGHT	MI	TON MILES		
FROM A-E.ST.LOUIS	3217	3175	5108		
FROM B-SACRAMENTO	18	531	5		
TON.MI AT 0.010/TM			5113		51.13

MATERIAL RELEASED

88.00	SOLID COPPER WIRE,NO 10		0 FROM A	SALVAGE	
	UNIT PRICE IS		0.5000 LB		
	TOTAL WEIGHT IS		0.0 LBS	44.00	<-44.00>

FREIGHT	WEIGHT	MI	TON MILES

STATE HIGHWAY ENGINEER
OREGON HIGHWAY DEPARTMENT
SALEM, OREGON 97208

BILL AUDIT NO -
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SA- 133489

TO THE SOUTHERN PACIFIC TRANSPORTATION CO.,DR. 30-3

TON MI AT 0.010/TM	0		0.00
EQUIPMENT RENTAL			
11 71 TRUCK, 2.5 TON, COM 204			
0.500 DA AT 11.0000 DA		5.50	
12 71 TRUCK, 2.5 TON, COM 204			
3.750 DA AT 11.0000 DA		41.25	46.75
LEASED EQUIPTMENT			
9 70 IVM 7800-1092			
2.000 DA AT 7.5043 DA		15.01	
9 70 IVM 7800-15			
2.000 DA AT 8.1171 DA		16.23	
10 70 IVM 7800-1092			
2.000 DA AT 7.5043 DA		15.01	
10 70 IVM 7800-15			
2.000 DA AT 8.1171 DA		16.23	
10 70 IVM 7800-14458			
1.000 DA AT 6.0980 DA		6.10	
11 71 IVM 7800-2470			
0.500 DA AT 7.7959 DA		3.90	
12 71 IVM 7800-2470			
3.750 DA AT 7.7959 DA		29.23	101.71
MISCELLANEOUS			
9 70GAS FOR LEASED VEHICLES		1.48	
10 70GAS FOR LEASED VEHICLES		1.85	
11 71GAS FOR LEASED VEHICLE		0.37	
12 71GAS FOR LEASED VEHICLE		1.11	4.81
TOTAL COM.POLE LINE WORK			2416.52

STATE HIGHWAY ENGINEER
OREGON HIGHWAY DEPARTMENT
SALEM, OREGON 97208

BILL AUDIT NO.-
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TO THE SOUTHERN PACIFIC TRANSPORTATION CO.,DR. 30-3

3-PWR POLE LINE WORK

LABOR						
9 70	ELECTRICIANS	144.000	HRS AT	4.2800	616.32	
9 70	ELECTR HELPER	56.000	HRS AT	3.5000	196.00	
10 70	ELEC FOREMAN	8.000	HRS AT	5.0695	40.56	
10 70	ELECTRICIANS	32.000	HRS AT	4.2800	136.96	
11 70	ELECTRICIANS	20.000	HRS AT	4.2800	85.60	
11 70	ELECTR HELPER	4.000	HRS AT	3.5000	14.00	
12 70	ELECTRICIANS	16.000	HRS AT	4.2800	68.48	
		280.			1157.92	
PLUS-	6.500% VACATION ALL	ON	1157.92		75.26	
	2.800% PD HOLIDAY	ON	1157.92		32.42	
	13.300% RR&UI TAXES	ON	1265.60		168.32	
	5.000% HEALTH & WELFARE	ON	1157.92		57.90	
	3.000% COMP INS	ON	1233.18		37.00	
	1.000% PL&PD INS	ON	1233.18		12.33	
	0.07/HR EXC TAX ON	280 HRS			19.60	1560.75
1 71	ELECTRICIAN	16.000	HRS AT	4.3800	70.08	
1 71	ELECTR HELPER	8.000	HRS AT	3.6000	28.80	
		24			98.88	

STATE HIGHWAY ENGINEER
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SALEM,OREGON 97208

BILL AUDIT NO -
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TO THE SOUTHERN PACIFIC TRANSPORTATION CO.,DR. 30-3

PLUS- 6.500%	VACATION ALL	ON	98.88	6.43	
2.800%	PD HOLIDAY	ON	98.88	2.77	
13.700%	RR&UI TAXES	ON	108.08	14.81	
5.000%	HEALTH & WELFARE	ON	98.88	4.94	
3.000%	COMP INS	ON	105.31	3.16	
1.000%	PL&PD INS	ON	105.31	1.05	
0.06/HR	EXC TAX ON 24 HRS			1.44	133.48

MATERIAL

2.00	ANCHOR,CHANCE	DS 1 FROM A	
	UNIT PRICE IS	3.8500 EA	
	TOTAL WEIGHT IS	0.0 LBS	7.70
2.00	BOLT,CHANCE	DS 1 FROM A	
	UNIT PRICE IS	0.9740 EA	
	TOTAL WEIGHT IS	0.0 LBS	1.95
2.00	BOLT,CHANCE,ANGLE	DS 1 FROM A	
	UNIT PRICE IS	0.8610 EA	
	TOTAL WEIGHT IS	0.0 LBS	1.72
6.00	CABLE,SPLICE	DS 1 FROM A	
	UNIT PRICE IS	1.6800 EA	
	TOTAL WEIGHT IS	0.0 LBS	10.08
2.00	CEMENT,PVC	DS 1 FROM A	
	UNIT PRICE IS	3.1900 QT	
	TOTAL WEIGHT IS	0.0 LBS	6.38
6.00	CLAMP,PRE-FORMED	DS 1 FROM A	
	UNIT PRICE IS	1.0600 EA	
	TOTAL WEIGHT IS	0.0 LBS	6.36
2.00	CLAMPS,GR,S/C	DS 1 FROM A	
	UNIT PRICE IS	0.6200 EA	
	TOTAL WEIGHT IS	0.0 LBS	1.24
33.00	CPLG,SYS,3 IN	DS 1 FROM A	
	UNIT PRICE IS	1.2700 EA	
	TOTAL WEIGHT IS	0.0 LBS	41.91
3.00	CUT OUT,CHANCE	DS 1 FROM A	
	UNIT PRICE IS	33.0000 EA	
	TOTAL WEIGHT IS	0.0 LBS	99.00

STATE HIGHWAY ENGINEER
OREGON HIGHWAY DEPARTMENT
SALEM,OREGON 97208

BILL AUDIT NO -
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TO THE SOUTHERN PACIFIC TRANSPORTATION CO.,DR. 30-3

2.00 ELL	DS 1 FROM A		
UNIT PRICE IS	1.6000 EA		
TOTAL WEIGHT IS	0.0 LBS	3.20	
6.00 EYE NUT,CHANCE	DS 1 FROM A		
UNIT PRICE IS	0.5580 EA		
TOTAL WEIGHT IS	0.0 LBS	3.35	
33.78 FILL,SAND (TONS)	DS 1 FROM A		
UNIT PRICE IS	1.6000 EA		
TOTAL WEIGHT IS	67559.94 LBS	54.05	
540.00 PIPE,CL 160,3 IN,PVC	DS 1 FROM A		
UNIT PRICE IS	0.3298 FT		
TOTAL WEIGHT IS	0.0 LBS	178.09	
2.00 ROD GRD, CHANCE	DS 1 FROM A		
UNIT PRICE IS	2.6550 EA		
TOTAL WEIGHT IS	0.0 LBS	5.31	
2.00 ROD,CHANCE	DS 1 FROM A		
UNIT PRICE IS	3.0520 EA		
TOTAL WEIGHT IS	0.0 LBS	6.10	
2.00 SEAL,PIPE	DS 1 FROM A		
UNIT PRICE IS	3.1900 QT		
TOTAL WEIGHT IS	0.0 LBS	6.38	
6.00 SPLICE KIT	DS 1 FROM A		
UNIT PRICE IS	8.3800 EA		
TOTAL WEIGHT IS	48.00 LBS	50.28	
2.00 STRANDVISE	DS 1 FROM A		
UNIT PRICE IS	2.1965 EA		
TOTAL WEIGHT IS	0.0 LBS	4.39	
200.00 STRANDWIRE	DS 1 FROM A		
UNIT PRICE IS	0.0763 FT		
TOTAL WEIGHT IS	0.0 LBS	15.26	
19.00 STRAPS,3R,FITZ	DS 1 FROM A		
UNIT PRICE IS	0.0900 EA		
TOTAL WEIGHT IS	0.0 LBS	1.71	
12.00 WASHER,BOLT,CHANCE	DS 1 FROM A		
UNIT PRICE IS	0.0810 EA		
1650.00 TOTAL WEIGHT IS	0.0 LBS	0.97	
1650.00 WIRE,NO.2,15 KV	DS 1 FROM A NEOPRENE UNDERGROUND BURIAL CABLE		
UNIT PRICE IS	0.8930 FT		
TOTAL WEIGHT IS	0.0 LBS	1473.45	

PRICE OK

STATE HIGHWAY ENGINEER
OREGON HIGHWAY DEPARTMENT
SALEM,OREGON 97208

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TO THE SOUTHERN PACIFIC TRANSPORTATION CO.,DR. 30-3

			1978.88		
5.000% HANDLING	ON	0.00	0.00		
0.0 % USE TAX	ON	1978.88	0.00		
0.500% PURCHASING EXPENSE	ON	1978.88	9.89		
3.000% FOREIGN LINE FREIGHT	ON	0.00	0.00		1988.77

FREIGHT	WEIGHT	MI	TON MILES		
FROM A-E.ST.LOUIS	67607	3175	107328		
TON MI AT 0.010/TM			107328		1073.28

EQUIPMENT RENTAL

9 70 TRUCK,2 TON,P358			
2.000 DA AT 8.0000 DA		16.00	
9 70 TRUCK,2 TON BUCKET,P268			
2.000 DA AT 40.3500 DA		80.70	
9 70 TRUCK,1 TON,P309			
4.000 DA AT 6.0000 DA		24.00	
9 70 TRACTOR & BACKHOE			
3.000 DA AT 28.0000 DA		84.00	
11 70 TRUCK,1/2 TON P.U.,1778			
0.500 DA AT 6.0000 DA		3.00	
11 70 TRUCK,2 TON,P358			
1.000 DA AT 8.0000 DA		8.00	
12 70 TRUCK,2 TON BUCKET,P268			
1.000 DA AT 40.3500 DA		40.35	
1 71 TRUCK,2 TON BUCKET,P268			
1.500 DA AT 40.3500 DA		60.52	316.57

TOTAL PWR POLE LINE WORK 5072.85

-FLAGGING

STATE HIGHWAY ENGINEER
OREGON HIGHWAY DEPARTMENT
SALEM, OREGON 97208

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TO THE SOUTHERN PACIFIC TRANSPORTATION CO.,DR. 30-3

LABOR					
4 71 GEN.YDMSTR	12.000	HRS AT	7.3864	88.64	
6 71 GEN YARDMASRER	35.000	HRS AT	7.3864	258.52	
7 71 GEN YARDMASTER	4.000	HRS AT	7.3864	29.55	
	51			376.71	
PLUS- 6.500% VACATION ALL		ON	376.71	24.49	
2.800% PD HOLIDAY		ON	376.71	10.55	
13.700% RR&UI TAXES		ON	411.75	56.41	
5.000% HEALTH & WELFARE		ON	376.71	18.84	
3.000% COMP INS		ON	401.20	12.04	
1.000% PL&PD INS		ON	401.20	4.01	
0.06/HR EXC TAX ON	51 HRS			3.06	506.11
PERSONAL EXPENSE					
4 71 PVT AUTO				7.04	
6 71 YDMSTR PVT AUTO				17.60	
7 71 YDMSTR PVT AUTO				2.20	26.84
TOTAL FLAGGING					532.95

5-ENGR.INSPECTION

FLAGGING

LABOR					
12 70 ENGR INSP	8.000	HRS AT	4.7011	37.61	
				37.61	

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PLUS- 6.500%	VACATION ALL	ON	37.61	2.44	
2.800%	PD HOLIDAY	ON	37.61	1.05	
13.300%	RR&UI TAXES	ON	41.10	5.47	
5.000%	HEALTH & WELFARE	ON	37.61	1.88	
3.000%	COMP INS	ON	40.05	1.20	
1.000%	PL&PD INS	ON	40.05	0.40	
0.07/HR	EXC TAX ON	8 HRS		0.56	50.61

1 71	ENGR INSP	100.000	HRS AT 5.1489	514.89	
1 71	ENGR INSP O.T.	6.000	HRS AT 7.7233	46.34	
2 71	ENGR INSP	152.000	HRS AT 5.4063	821.76	
2 71	ENGR INSP O.T.	145.200	HRS AT 8.1094	1177.49	
3 71	ENGR INSP	148.000	HRS AT 4.7011	695.77	
3 71	ENGR INSP O.T.	64.000	HRS AT 7.0517	451.31	
3 71	RODMAN	16.000	HRS AT 3.9131	62.61	
3 71	RODMAN O.T.	15.000	HRS AT 5.8696	88.04	
4 71	ENGR INSP	112.000	HRS AT 5.1137	572.73	
4 71	ENGR INSP O.T.	14.000	HRS AT 7.6705	107.39	
5 71	ENGR INSPECTOR	160.000	HRS AT 5.3571	857.14	
5 71	ENGR INSPECTOR O.T.	16.000	HRS AT 8.0357	128.57	
6 71	RNGR INSP	144.000	HRS AT 5.1136	736.36	

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TO THE SOUTHERN PACIFIC TRANSPORTATION CO.,DR. 30-3

6	71	RNGR INSP O.T.	21.000	HRS AT 7.6705	161.08
7	71	ENGR INSP	78.000	HRS AT 4.9716	387.78
7	71	ENGR INSP O.T.	6.000	HRS AT 7.4574	44.74
7	71	INSTRUMENTMAN	49.000	HRS AT 4.7159	231.08
7	71	INSTRUMENTMAN O.T.	6.500	HRS AT 7.0739	45.98
8	71	ASST ENGR CL C	7.000	HRS AT 5.3977	37.78
8	71	ASST ENGR CL C O.T.	1.000	HRS AT 8.0966	8.10
8	71	ENGR INSPR	168.000	HRS AT 4.97[illegible]	835.23
8	71	ENGR INSP O.T.	14.000	HRS AT 7.4574	104.40
9	71	ENGR INSP	121.000	HRS AT 4.9716	601.56
9	71	ENGR INSP O.T.	22.500	HRS AT 7.4574	167.79
10	71	ENGR INSP	4.000	HRS AT 5.4762	21.90
10	71	ENGR INSP O.T.	1.000	HRS AT 8.2143	8.21
12	71	ENGR INSP	8.000	HRS AT 5.0000	40.00
			1599.5		8956.03

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TO THE SOUTHERN PACIFIC TRANSPORTATION CO.,DR. 30-3

PLUS- 6.500% VACATION ALL	ON	8956.03	582.14	
2.800% PD HOLIDAY	ON	8956.03	250.77	
13.700% RR&UI TAXES	ON	9788.94	1341.08	
5.000% HEALTH & WELFARE	ON	8956.03	447.80	
3.000% COMP INS	ON	9538.17	286.15	
1.000% PL&PD INS	ON	9538.17	95.38	
0.06/HR EXC TAX ON 1600 HRS			96.00	12055.35

2

PERSONAL EXPENSE

12 70 MEALS		1.85	
1 71 MEALS LODGING PVT AUTO		266.00	
2 71 MEALS LODGING PVT AUTO		551.36	
3 71 MEALS LODGING PVT AUTO		451.90	
4 71 MEALS LODGING PVT AUTO		307.28	
5 71 ENGR INSPECTOR		452.60	
6 71 MEALS PVT AUTO LODGING		438.53	
7 71 MEALS PVT AUTO		114.33	
8 71 MEALS PVT AUTO		218.59	
9 71 MEALS & PVT AUTO		161.79	
10 71 MEALS & PVT AUTO		3.98	
12 71 MEALS PVT AUTO		6.90	2975.11

FOR WHOM WORK WAS DONE IN EUGENE WHERE DOES ENG-INSP COME FROM - OK - ENG INSP ON PER DIEM

TOTAL ENGR.INSPECTION 15081.07

6-PRE-ENGINEERING

LABOR

2 70 ASST ENGR	1.000 HRS AT 6.0938	6.09	
		6.09	

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TO THE SOUTHERN PACIFIC TRANSPORTATION CO., DR. 30-3

PLUS- 6.500% VACATION ALL	ON	6.09	0.40		
2.800% PD HOLIDAY	ON	6.09	0.17		
13.300% RR&UI TAXES	ON	6.66	0.89		
5.000% HEALTH & WELFARE	ON	6.09	0.30		
3.000% COMP INS	ON	6.49	0.19		
1.000% PL&PD INS	ON	6.49	0.06		
0.02/HR EXC TAX ON	1 HRS		0.02	8.12	
4 70 ASST ENGR	1.000 HRS AT 5.5398		5.54		
5 70 ASST ENGR	2.000 HRS AT 5.8036		11.61		
			17.15		
PLUS- 6.500% VACATION ALL	ON	17.15	1.11		
2.800% PD HOLIDAY	ON	17.15	0.48		
13.300% RR&UI TAXES	ON	18.74	2.49		
5.000% HEALTH & WELFARE	ON	17.15	0.86		
3.000% COMP INS	ON	18.26	0.55		
1.000% PL&PD INS	ON	18.26	0.18		
0.06/HR EXC TAX ON	3 HRS		0.18	23.00	
7 70 ASST ENGRS	21.000 HRS AT 5.2990		111.28		
7 70 HEAD ESTIMATOR	1.000 HRS AT 5.2990		5.30		
9 70 ASST ENGR	11.000 HRS AT 5.5398		60.94		
10 70 CL A ENGR	8.000 HRS AT 5.3978		43.18		
10 70 ENGR INSP	8.000 HRS AT 4.5739		36.59		

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D THE SOUTHERN PACIFIC TRANSPORTATION CO.,DR. 30-3

D 70 ASST ENGR	10.000 HRS AT 5.5398			55.40	
1 70 ASST ENGR	1.000 HRS AT 6.1608			6.16	
2 70 ASST ENGR	5.000 HRS AT 5.6250			28.13	
	65			346.98	
PLUS- 6.500% VACATION ALL		ON	346.98	22.55	
2.800% PD HOLIDAY		ON	346.98	9.72	
13.300% RR&UI TAXES		ON	379.25	50.44	
5.000% HEALTH & WELFARE		ON	346.98	17.35	
3.000% COMP INS		ON	369.53	11.09	
1.000% PL&PD INS		ON	369.53	3.70	
0.07/HR EXC TAX ON	65 HRS			4.55	466.38
1 71 ASST ENGR	4.000 HRS AT 6.1608			24.64	
				24.64	
PLUS- 6.500% VACATION ALL		ON	24.64	1.60	
2.800% PD HOLIDAY		ON	24.64	0.69	
13.700% RR&UI TAXES		ON	26.93	3.69	
5.000% HEALTH & WELFARE		ON	24.64	1.23	
3.000% COMP INS		ON	26.24	0.79	
1.000% PL&PD INS		ON	26.24	0.26	
0.06/HR EXC TAX ON	4 HRS			0.24	33.14
PERSONAL EXPENSE					
7 70 MEALS				3.60	
9 70 MEALS				1.75	
D 70 MEALS				3.45	8.80

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OREGON HIGHWAY DEPARTMENT
SALEM,OREGON 97208

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THE SOUTHERN PACIFIC TRANSPORTATION CO.,DR. 30-3

EQUIPMENT RENTAL

70 CO OWNED AUTO				
	2.000 DA AT 4.0000 DA	8.00		
70 CO OWNED AUTO				
	1.000 DA AT 4.0000 DA	4.00	12.00	
TOTAL PRE-ENGINEERING				551.44

ACCTG & BILLING

ABOR				
70 ASST ENGR	8.000 HRS AT 5.0000	40.00		
70 ASST ENGR	18.000 HRS AT 5.5953	100.72		
		140.72		
PLUS- 6.500% VACATION ALL	ON 140.72	9.15		
2.800% PD HOLIDAY	ON 140.72	3.94		
13.300% RR&UI TAXES	ON 153.81	20.46		
5.000% HEALTH & WELFARE	ON 140.72	7.04		
3.000% COMP INS	ON 149.87	4.50		
1.000% PL&PD INS	ON 149.87	1.50		
0.07/HR EXC TAX ON	26 HRS	1.82	189.13	
71 ASST ENGR	24.000 HRS AT 5.5953	134.29		
71 ASST ENGR	24.000 HRS AT 5.8750	141.00		
71 ASST ENGR	24.000 HRS AT 5.1087	122.61		
71 ASST ENGR	36.000 HRS AT 5.5682	200.46		

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TO THE SOUTHERN PACIFIC TRANSPORTATION CO.,DR. 30-3

6	71	ASST ENGR	20.000 HRS AT 5.5682	111.36	
7	71	ASST ENGR	4.000 HRS AT 5.5966	22.39	
7	71	ASST ENGR	8.000 HRS AT 5.5682	44.55	
9	71	ASST ENGR	20.000 HRS AT 5.5966	111.93	
12	71	ASST ENGR	16.000 HRS AT 5.6250	90.00	
6	72	ASST ENGR	40.000 HRS AT 6.1648	246.59	
			216.	1225.18	
PLUS-	6.500%	VACATION ALL	ON 1225.18	79.64	
	2.800%	PD HOLIDAY	ON 1225.18	34.31	
	13.700%	RR&UI TAXES	ON 1339.13	183.46	
	5.000%	HEALTH & WELFARE	ON 1225.18	61.26	
	3.000%	COMP INS	ON 1304.82	39.14	
	1.000%	PL&PD INS	ON 1304.82	13.05	
	0.06/HR	EXC TAX ON 216 HRS		12.96	1649.00

TOTAL ACCTG & BILLING 1838.13

8-ROADWAY WORK 216 + 26 = 242 HRS ÷ 40 = 6 WEEKS 2½ DAYS

LABOR

1	71	B&B FOREMAN	8.000 HRS AT 4.4365	35.49
1	71	CARPENTERS	32.000 HRS AT 3.9455	126.26
2	71	B&B FOREMAN	40.000 HRS AT 4.6583	186.33
			80	

STATE HIGHWAY ENGINEER
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TO THE SOUTHERN PACIFIC TRANSPORTATION CO., DR. 30-3

2 71 LD CARPENTERS	80.000	HRS AT 3.9898	319.18
2 71 CARPENTERS	80.000	HRS AT 3.9455	315.64
2 71 ASST FOREMAN	24.000	HRS AT 4.4801	107.52
2 71 PILE DRIVER OPR	24.000	HRS AT 4.4049	105.72
2 71 WELDERS	72.000	HRS AT 4.0784	293.64
3 71 B&B FOREMAN O.T.	3.500	HRS AT 6.4253	22.49
3 71 PILE DRIVER OPR	5.000	HRS AT 3.8303	19.15
3 71 OPR O.T.	3.500	HRS AT 6.0756	21.26
3 71 LD CARPENTER	5.000	HRS AT 3.9898	19.95
3 71 LD CARPENTER O.T.	3.500	HRS AT 5.9847	20.95
3 71 CARPENTER	5.000	HRS AT 5.9455	29.73
3 71 CARPENTER O.T.	3.500	HRS AT 5.9183	20.71
3 71 WELDER	10.000	HRS AT 4.0784	40.78
3 71 WELDER O.T.	14.000	HRS AT 6.1176	85.65
	414.5		1770.45

STATE HIGHWAY ENGINEER
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SALEM,OREGON 97208

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TO THE SOUTHERN PACIFIC TRANSPORTATION CO.,DR. 30-3

PLUS- 6.500%	VACATION ALL	ON	1770.45	115.08	
2.800%	PD HOLIDAY	ON	1770.45	49.57	
13.700%	RR&UI TAXES	ON	1935.10	265.11	
5.000%	HEALTH & WELFARE	ON	1770.45	88.52	
3.000%	COMP INS	ON	1885.53	56.57	
1.000%	PL&PD INS	ON	1885.53	18.86	
0.06/HR	EXC TAX ON 415 HRS			24.90	2389.06

MATERIAL

80.00	BOLT,MACH.3/4X26 IN	DS 1 FROM A	
	UNIT PRICE IS	0.9267 EA	
	TOTAL WEIGHT IS	0.0 LBS	74.14
50.00	NAILS,COM,16D	DS 1 FROM A	
	UNIT PRICE IS	0.1460 LB	
	TOTAL WEIGHT IS	0.0 LBS	7.30
80.00	NUTS,FIN.3/4 IN NC	DS 1 FROM A	
	UNIT PRICE IS	0.0564 EA	
	TOTAL WEIGHT IS	0.0 LBS	4.51
840.00	PLANKS,RGH FIR,6X8,OLD	DS 1 FROM A	
	UNIT PRICE IS	128.0000 MBM	
	TOTAL WEIGHT IS	0.0 LBS	491.52
528.00	PLANKS,RGH FIR,6X8 SID	CS 1 FROM A	
	UNIT PRICE IS	110.0000 MBM	
	TOTAL WEIGHT IS	0.0 LBS	718.08
960.00	PLANKS,S4S FIR,2X8	DS 1 FROM A	
	UNIT PRICE IS	110.0000 MBM	
	TOTAL WEIGHT IS	0.0 LBS	105.60
880.00	PLANKS,6X12X16,RGH FIR STD	DS 1 FROM A	
	UNIT PRICE IS	128.0000 MBM	
	TOTAL WEIGHT IS	0.0 LBS	368.64
180.00	SPIKES,BOAT,1/2X12	DS 1 FROM A	
	UNIT PRICE IS	0.4080 EA	
	TOTAL WEIGHT IS	0.0 LBS	73.45
160.00	WASHERS,3/4 IN.CUT	DS 1 FROM A	
	UNIT PRICE IS	0.0330 EA	
	TOTAL WEIGHT IS	0.0 LBS	5.28

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TO THE SOUTHERN PACIFIC TRANSPORTATION CO.,DR. 30-3

			1848.52		
5.000% HANDLING	ON	0.00	0.00		
0.0 % USE TAX	ON	1848.52	0.00		
0.500% PURCHASING EXPENSE	ON	1848.52	9.24		
3.000% FOREIGN LINE FREIGHT	ON	0.00	0.00	1857.76	

FREIGHT	WEIGHT	MI TON MILES		
TON MI AT 0.010/TM		0		0.00

MATERIAL RELEASED
1.00 B&B MATERIAL 0 FROM A
UNIT PRICE IS 1308.4600 LOT
TOTAL WEIGHT IS 0.0 LBS 1308.46 <-1308.46>

FREIGHT	WEIGHT	MI TON MILES		
TON MI AT 0.010/TM		0		0.00

EQUIPMENT RENTAL

2 71 TRUCK,2 TON,P312			
	5.000 DA AT	8.0000 DA	40.00
2 71 TRUCK,2.5 TON,P396			
	4.000 DA AT	8.0000 DA	32.00
2 71 MOBILE CRANE,SP0113			
	1.000 DA AT	60.0000 DA	60.00
3 71 TRUCK,2 TON,P312			
	1.125 DA AT	8.0000 DA	9.00
3 71 TRUCK,2.5 TON,P396			
	1.125 DA AT	8.0000 DA	9.00

STATE HIGHWAY ENGINEER
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SALEM,OREGON 97208

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TO THE SOUTHERN PACIFIC TRANSPORTATION CO.,DR. 30-3

3 71 MOBILE CRANE,SP0113			
1.125 DA AT 60.0000 DA	67.50	217.50	
TOTAL ROADWAY WORK			3155.86
TOTAL BILL			31996.58

April 16, 1973

Lane County Board of Commissioners
Courthouse
Eugene, Oregon 97401

Attn: Mr. Al Driver
Director of Public Works

Re: Pacific Hwy. W- N.W. Expressway Section
Belt Line Road, FAS 860
Lane County

Gentlemen:

Accompanying this letter an itemized statemnt of the final costs for this project.

At this time we are refunding Lane County $84,151.63. This amount will be in two refunds from the Highway Division, with one warrant in the amount of $51,151.63 and the other a check in the amount of $33,000.00, which is an advance deposit refund.

We are retaining $5,000.00 to cover railroad charges and when we make the final billing this amount will be adjusted.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

Att.

☑ ENGR. ☑ ASST. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

Pacific Hwy W. – N.W. Expressway Seeba

			** JOB TOTALS **			**		**	1,0[illegible]7,462.73	**
-FAS 860	CONT NO 7480 *	FA PROJ NOS SU	441009	99						STATE
	520	1042	201	00 P 0					996,189.55	71
	520	1042	201	00 P 1			8,014.69CR		33,319.82CR	71
	520	1042	201	00 N 1	2,475.00		10,489.69		419,032.72	71
	520	1042	201	00 N 9					1,575.81	71
	520	1042	201	00 0					6,987.06	71
	520	1042	204	00 N 9					69,825.00	71
	520	1042	204	00 0					69,825.00CR	71
	520	1042	205	00 N 9			257.77CR		1,241.51CR	71
	520	1042	205	00 0					1,958.14CR	71
	520	1042	284	01 N 9			264.26		10,101.63	71
	520	1042	284	01 0					12,215.22	71
	520	1042	284	02 N 9					173.14	72
	520	1042	285	03 N 9			2,313.46		2,313.46	72
	520	1042	285	03 0					7,366.27	71
	520	1042	296	00 N 9					30,606.08CR	71
	520	1042	296	00 0					1,282,093.92CR	70
	520	1042	297	00 0					700,700.00	70
	520	1042	298	00 N 9					30,606.09	71
	520	1042	298	00 0					581,393.92	70
	520	1042	900	00 P			68.77CR		68.77CR	72
	520	1042	900	00 N			68.77		68.77	72
	520	1042	900	00 P 0					10,073.51	70
	520	1042	900	00 P 1			7,860.44		10,004.74CR	71
	520	1042	900	00 N 1	199.58		7,104.51CR		13,332.81	71
	520	1042	900	00 N 9	.06		5.68		30.69	71
	520	1042	900	00 0					201.55	70
	520	1042	915	00 N 1			64.05CR		64.05CR	73
	520	1042	915	00 N 9			202.29		531.09	71
	520	1042	915	00 0					197.00	71
	520	1042	950	00 P 0					148.83	71
	520	1042	950	00 0					1.50	71
			TOT	00					961,497.35	
			TOT	P1			154.25CR		43,324.56CR	
			TOT	N1	2,674.58		3,321.13		432,301.48	
			TOT	N9	.06		2,527.92		83,309.31	
			** JOB TOTALS **		2,674.64	**	5,694.80	**	1,433,783.58	**

AS 584 FAPER2671	CONT NO 7854	FA PROJ NOS ER	267001	100						STATE
	521	1087	201	00 P 1	2,281.75		2,281.75		2,281.75	73

SUMMARY OF COMPLETED FEDERAL AID WORK

PACIFIC HIGHWAY WEST-N.W. EXPRESSWAY SECTION

SU-441(9)

Description	Type Code	Roadway Width	Total Cost	F. A. Funds	Total Length
Hwy 99 & Ore. Elec. R.R. O'xing #9941	X581	94 ft.	$505,605.52	$220,320.00	0.056 Mile
(Sta. 303+95 to Sta. 306+89)					
Prairie Road Structure #9942	X281	88 ft.	236,443.52	104,040.00	0.024 Mile
(Sta. 317+94.50 to Sta. 319+24.50)					
S.P. O'xing Structure #8864A	X571	102.5 ft.	651,022.05	287,640.00	0.104 Mile
(Sta. 44+75.33 to Sta. 50 +22.33)					
			$1,393,071.09	$612,000.00	0.184 Mile
	State Work		43,906.00		
	Total		$1,436,977.09		

1 433 783.58

3,193.51

ORIGINAL

Final Voucher

FORM PR-21 (REV. 5-66)
FORM APPROVED BY
COMPTROLLER GENERAL
U.S. MAY 12, 1966 IN LIEU
OF SF-1166

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

VOUCHER FOR PAYMENT UNDER SECONDARY ROAD PLAN

(PPM 20-5 and PPM 30-6)

D.O. VOUCHER NO.

BUREAU VOUCHER NO.

BUREAU SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, Oregon

STATE	FEDERAL AID PROJECT NO.
Oregon	SU-441(9)
DATE OF AUTHORIZATION	**VOUCHER PERIOD**
8-11-70	From: 8-11-70 To: 5-16-72

FOR PRO-RATA SHARE OF THE UNITED STATES OF ACTUAL COST OF WORK ON THE ABOVE-MENTIONED PROJECT

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT*
		Agreement				
$1,393,071.09	$1,370,240.65	Amount	$612,000.00	$612,000.00	$0.00	

The undersigned State Highway Department certifies as follows: In accordance with the laws of this State, the above-mentioned project has been completed to the extent described herein; the plans, design, and construction for said project are in accord with the standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administrator; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon State Highway Department

BY V. E. Skoog
Controller
Authorized Officer

**I certify that the above-mentioned project has been inspected by me, or under my direction by an employee of the Bureau of Public Roads, and on the basis of such inspection and the above certification by the State Highway Department the project is accepted as completed in apparent conformity with the State standards and procedures approved by the Federal Highway Administrator; and the amount herein approved is justly due.

Account submitted for $ 0.00

Differences (herein explained) $

Approved for $

SIGN ORIGINAL COPY

Signature of the Division Engineer

*Payee must not use this column. **This certificate to be executed only on final vouchers.

PREVIOUS EDITIONS ARE OBSOLETE

USCOMM-DC 27069-P66

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	PACIFIC HWY. W.-N.W. EXPRESSWAY SECTION					
	LANE COUNTY					
	Construction					
	Type Code X581					
	Hwy. 99 and Ore. Elec. RR O'xing #9941 (Sta. 303+95 to Sta. 306+89) (Contr. #7480)					
	Final Contract Payment Summary	Lump	Sum		$495,276.94	
		Subtotal			$495,276.94	
	Type Code X281					
	Prairie Road Structure #9942 (Sta. 317+94.50 to Sta. 319+24.50)					
	Final Contract Payment Summary	Lump	Sum		$232,150.02	
		Subtotal			$232,150.02	
	Type Code X571					
	S.P. O'xing Structure #8864A (Sta. 44+75.33 to Sta. 50+22.33)					
	Final Contract Payment Summary	Lump	Sum		$642,813.69	
		Subtotal			$642,813.69	
	Total Construction Cost				$1,370,240.65	
	Total Participating Cost				$1,370,240.65	
	Nonparticipating Items					
	Final Contract Payment Summary	Lump	Sum		$ 9,186.80	
	Construction Engineering	All	Required		13,643.64	
	Bridge No. 9941 10,328.58					
	Bridge No. 9942 4,293.50					
	Bridge No. 8864A 8,208.36					
	Total Nonparticipating Cost				$ 22,830.44	
	Total Cost				$1,393,071.09	
	AMOUNT CARRIED FORWARD...					

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: April 13, 1973

County Lane Contract No. 7480 Date Completed 10/14/71

FAS 860 Section Pacific Hwy. W.-N.W. Expressway Section

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
Payment to contractor	1,390,365.32
Utility Protection	22,489.99
Payment to Utilities	9,679.73
Engineering	13,633.82
Audits and conferences	814.37
Total cost of project	$1,436,983.23

Federal funds collected - $612,000

$612,000 is 63.56% of $962,869.72 project

Per agreement State share is 18.22% of $962,869.72 = $175,434.86.

Federal Funds Collected	$612,000.00
State share	175,434.86
County advance deposit	738,700.00
	$1,526.134.86
Less Total cost of Project	1,436,983.23
Remaining Funds	$ 89,151.63
To be retained for RR adjustment	5,000.00
Partial refund due County	$ 84,151.63

Reference: Billing Form cc 1355

7480

February 13, 1973

General Insurance Co. of America
1300 S. W. 1st
Portland, Oregon 97201

Gentlemen:

A post-final payment for $3,475 will be made to Hamman Bros. Constr., Inc., on Contract No. 7480 for structures on the Pacific Highway (Int-5), Ashland-Medford Freeway section of FAI 5-1 in Lane County as soon as the warrant is prepared.

The total amount paid on this contract will be $1,390,365.38 including the post-final payment. Of the total $13,142.45 is for force account.

Very truly yours,

C. H. Reed, Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

cc Hamman Bros. Constr., Inc.
8430 S. E. Otty Road
Portland, Oregon 97266

C. T. Leaney
Walt Hart
V. E. Skeen
Attn: Dick Enock
James Versteeg

FAS
4 Signal Agree
filed Eugene

LANE COUNTY
PUBLIC WORKS DEPARTMENT

AL DRIVER – DIRECTOR

1820 Roosevelt Blvd. · P.O. Box 2720 · Eugene, Oregon 97402 · Phone (503) 688-5231

County Courthouse, 125 E. 8th Ave., Eugene, Oregon 97401

DIVISIONS
ADMINISTRATION
OPERATIONS
ENGINEERING
MOTOR POOL
PARKS & REC.
SOLID WASTE

SURVEYORS
135 East Sixth Avenue
Eugene, Oregon 97401
Phone (503) 342-1311
Extension 431

October 13, 1972

Mr. Cy Cox
City-County Relations
Salem, Oregon

Dear Sir:

As of this date, Lane County has not received final accounting of the Cont. #7480 ? Contract #76517 Beltline-Southern Pacific overcrossing and the traffic signals located at Country Club and I-105 ramp. Any effort your office may be willing to expend to expedite the finalization of these jobs in order that Lane County may receive any refund due on our advance deposits will be greatly appreciated.

FAS 260 → 5/4 & 7/27/71 Signal Agree Lane Co & Eugene

Very truly yours,

Al Driver, Director
Department of Public Works

Harold Williams

By: Harold Williams
Office Manager

HW:nlj

V. Skoog - L.E. George
would you please review
this matter & reply
to Lane County -
Thanks
Jim Hamilton

RECEIVED
COUNTY & CITY SECTION
OCT 17 1972
ENGR. ✓ CONSR. ✓ CE ✓ AE ✓ RE ✓
MPE ✓ CE ✓ RE ✗ MPE ☐

Transportation Company

Brannan Street • San Francisco, California 941[illegible] • 362-1212

RECEIVED
OCT 3 - 1972
A. A. SHAPIRO
MANAGER, SAN FRANCISCO
BOOK OFFICE

IN REPLY PLEASE REFER TO
ZKBC-493

7480

State Highway Engineer
Oregon Highway Dept.
Salem, Oregon

September 27, 1972

Gentlemen:

Attached is a copy of a bill collectible which remains open in our accounts. Since this item is quite old perhaps this item has been overlooked by you, or your reply has not been received in this office.

We would appreciate your looking into this matter, and either place in line for settlement, or advise the basis of your contention for withholding payment.

Payment should be mailed to:

Southern Pacific Transportation Company

Post Office Box 44252

Rincon Annex

San Francisco, California 94119

Please mail any further correspondence to the address shown on the letterhead, giving reference to the ZKBC file number shown above.

If you desire to contact us by telephone, call 362-1212, extension 33265 or 33266. Your cooperation is greatly appreciated. Thank you.

Very truly yours,

A. A. SHAPIRO, Manager

RECEIVED
STATE HWY ENGR
OCT 2 '72
REFER TO
Bridge Dept
FOR

Encl.
471619

Attn:
Mr. Ivan Me[illegible]ant
Asst. State Highway
Engineer-Bridges
FAS 860; SXP 540; PUX 780

BILL COLLECTIBLE

Bill No. 471619
Quote above number when remitting

Month's Account JAN 1971
Dept. No. 3

Date Made FEB 8 1971 19

TO SOUTHERN PACIFIC TRANSPORTATION COMPANY Dr.

State Highway Engineer
Oregon Highway Department
Salem, Oregon

9730

Please return copy of this bill with remittance to:
SOUTHERN PACIFIC TRANSPORTATION COMPANY
P. O. Box 3809
San Francisco, California 94120

Cost of labor and materials furnished in connection with construction of Belt Line Overhead Crossing at Eugene Yard, Oregon in accordance with the terms of Agreement dated Sept. 18, 1970 Document Audit No. 133706		
Estimate No. 2 (Detail Attached)		$2,046.52
I certify that above bill is correct and just; that payment therefor has not been received; that all statutory requirements as to American production and labor standards, and all conditions of purchase applicable to the transaction have been complied with; and that State or local sales taxes are not included in the amounts billed. #94-61323-H	TC 3/22/71	1841.87 204.65

DISTRIBUTION: SOUTHERN PACIFIC TRANSPORTATION COMPANY

J.P. Gallagher, Mgr. of Disbursement Acctg.

By C J Bagnuolo
Chief Clerk

For further information address:
MANAGER, EQUIPMENT AND
MISCELLANEOUS ACCOUNTING
Southern Pacific Transportation Company
San Francisco, California 94105

RECEIVED
FEB 12 1971

CHECKED AS TO _____ PRICES _____ MAR 16 1972 CERTIFIED D. Ogren APPROVED _____
EXTENSIONS E-1 CONTRACT _____ APPROVED FOR PAYMENT _____ AUDITED _____
FOOTINGS E-1 MANAGER, DISBURSEMENTS ACCOUNTING
APPROVED _____
Manager, Equipment and Miscellaneous Accounting

11-12	17-18 DIV	23-29 EXP DES	29-31 BIN	33-34 MAT CL	35-37 MAJ ACCT.	38-41 SUB ACCT.	42 SUB	46-47 MIN CODE	48-49 MIN SUB	50-51 STAT CD	56-60 W/O NUMBER	61-64 E A C	71-80 DEBIT	71-80 CREDIT
	42				743	81							204652	
	5				477	60		1189			73802			204652

Binding Margin

BILLS COLLECTIBLE LEDGER COPY

RECEIVED STATE COPY

Form FH-33C
(REV. 9-68)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

OSHD (Young)
Region
Wash DC

FOR FILING

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER 1954 SECONDARY ROAD PLAN

(PPMs 20-5 and 20-6.1)

7480

INSTRUCTIONS - Submit original and 3 copies to the Public Roads Division Office

NOTICE OF COMPLETION AND ACCEPTANCE BY STATE HIGHWAY DEPARTMENT

SIGNATURE: R. D. Johnson

TITLE: Programing Engineer

BUREAU OF PUBLIC ROADS INSPECTION MADE BY: P. V. Riedl, Area Engineer

IN COMPANY WITH: Don Callaher, Res Engr; Lou Freeman, Asst County Public Director
P. Schwartz, Reg Constr Engr

STATE: Oregon	REGION NO.: 10
COUNTY: Lane	
PROJECT NO.: SU-441(9)	
DATE OF INSPECTION: 11-4-71	
CONTRACTOR'S NAME: Hannan Bros. Construction, Inc.	CONTRACT AMOUNT: $1,396,500.00

DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Two Prestressed Beam Structures:
a) Length - 294', Roadway Width - 94'.
b) Length - 130', Roadway Width - 88'.

Widen Existing Prestressed Beam Structure from 71.75' to 100', Length 547'.

IMPROVEMENT AS CONSTRUCTED

ROADBED (Width _____ feet) TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	STRUCTURES OVER 20-FOOT SPAN TYPE CODE NUMBER	NET LENGTH (Miles)
			X581	.056
			X281	.025
			X571	.103

NOTED
A. E. JOHNSON

5-19-72
REFERRED TO
Al Young

NOTED
E. B. NABORS

REMARKS: *The project has been completed in apparent conformity with the state standards and procedures approved in accordance with the 1954 secondary road plan.*

PACIFIC HIGHWAY WEST - N.W. EXPRESSWAY (BELT LINE ROAD) SECTION, LANE COUNTY
Structures

The work consisted of the following on the Pacific Highway West - on the N.W. Expressway Section of FAS 860 (Belt Line Road) in Lane County.

The work consisted of the construction of the following bridges:

(a) Bridge No. 9941 - O'xing of Pacific Highway W. and Oregon Electric RR. Length: 294 feet. Roadway width: 94 feet.

(b) Bridge No. 9942 - O'xing of Prairie Road. Length: 130 feet. Roadway width: 88 feet.

MAY 1 6 1972
REGIONAL OFFICE

(more)

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE: P. V. Riedl		SIGNATURE: E. E. Simpson	NOTED TOM EDWARDS
TITLE: Area Engineer	DATE: 5-4-72	TITLE: Division Engineer	DATE: 5-16-72

PREVIOUS EDITIONS MAY BE USED UNTIL SUPPLY IS EXHAUSTED

(c) Bridge No. 8864A - O'xing of Southern Pacific RR and N.W. Expressway. Length: 547 feet. Widen existing structure 71.75 feet to roadway width of 100 feet.

The contract was awarded to Hannan Bros. Construction, Inc., 8410 S.E. Otty Road, Portland, Oregon 97266, for a contract amount of $1,396,500.00. The project was scheduled to be completed on September 1, 1971 however the work was not completed until October 14, 1971. An extension of 43 days was granted and no liquidated damages charged.

The final contract amount was approximately $1,370,000.00, a 1.7% underrun.

The statement of overruns and underruns is on file in the Division office.

The State's April 13, 1972 Material Certificate is attached to the Division office copy of this report.

RECEIVED
MAY 18 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 6 - 1972
FOR FILING

7480

March 6, 1972

General Insurance Co. of America
1500 S. W. 1st
Portland, Oregon 97201

Gentlemen:

On January 25, 1972, we wrote to you concerning release of final payment on Contract No. 7480 awarded to Hannan Bros. Constr., Inc., for structures on the Pacific Highway West-S.W. Expressway Section of FAS 860 in Lane County.

Final payment on this contract is $500 and the total contract amount is $1,367,890.32 including $13,142.65 for work performed under force account.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
cc Hannan Bros. Constr., Inc.
P. O. Box 66155
Portland, Oregon 97266

Frank Morgan
Walt Hart
V. E. Skoog
Attn: John Herr
James Versteeg

RECEIVED
JAN 24 1972
FOR FILING

SU-4411(9)
7480

January 24, 1972

Oregon State Highway Commission

Gentlemen:

Work was completed October 14, 1971 on Contract No. 7480. The contract was with Hannan Bros. Construction, Inc. and [illegible] for structures on the Pacific Highway West - N. W. Expressway Section of the FAS 850 Highway in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 18, 1972, and that you concur in this procedure at the Commission meeting on February 22.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

George H. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
Gary Ross
G. L. Sund
L. H. Young
F. D. Morgan
W. J. Hart
V. E. Skoog
H. S. Cox
J. H. Versteeg

VG:alc

1-24-72
Gallagher says use
Jan 18, 1972 for effective
date

RECEIVED
FEB 15 1972
FOR FILING

SU-441(4)

7480

#11

January 13, 1972

Hamman Bros. Construction, Inc.
8410 S. E. Otty Road
Portland, Oregon 97266

Gentlemen:

The State Highway Commission at its meeting on January 11, 1972, approved an extension of time without assessment of liquidated damages to October 14, 1971, the date of completion, on Contract No. 7480 for work on the Pacific Highway West-N.W. Expressway Section of FAS 900 in Lane County.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc F. D. Morgan
Walt Hart
V. H. Shoog
James Versteeg
Ellis Jones

dr

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7480 Contractor [redacted]

Highway FAS 840 (Bait Line)

Section Pacific Hwy. West.-N.W. Expressway

Kind of Work Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Grant an extension to October 14, 1971 without assessment of liquidated damage because of a stop work order and a carpenters strike.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No. 7480

Project designation [redacted] (9) State-Federal

Date awarded Sept. 28, 1970

Work started November 14, 1970

Per cent completed 100% - 10-14-71 Date

Specified Completion Date [redacted] 9-1-71

Actual Completion Date [redacted] 10-14-71

No. of Added Workdays Requested 43 days

E-220 (Rev.)—GM—8-64

RECEIVED
Date OCT. 20 1971
O.B.E.C.

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date October 15, 19 71

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 9/1/71 days to 10/15/71 days, within which to complete our Contract No. 7490, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

On June 9, 1971 we were given written instructions which substantially stopped construction on the Highway 99 and Prairie Road Overcrossing until Peter Kiewit Sons' Co. completed the fills. We were not allowed to resume work on these structures until Sept. 7, 1971.

We were shutdown from June 28, 1971 to July 14, 1971 due to a carpenter's strike.

Respectfully submitted,

HANNAH BROS. CONSTRUCTION, INC.
Contractor

By [signature]
President

CONSENT OF SURETY

Date October 19, 1971 19

We, GENERAL INSURANCE COMPANY OF AMERICA, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

GENERAL INSURANCE COMPANY OF AMERICA

By [signature] Attorney-in-fact (L. W. Huff)

HANNAH BROS. CO.

By [signature] Resident Agent

RECEIVED
DEC 28 1971
BRIDGE DIVISION
(SEAL)

RECEIVED
JAN 5 - 1972
FOR FILING

SU-4141(9)

7480

January 5, 1972

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 11
January 11, 1972 Meeting

Hamman Bros. Construction, Inc., contractor for the construction of three structures on the Pacific Highway West-N.W. Expressway Section of FAS 540 in Lane County, Contract No. 7480, has requested that the completion date be advanced from the specified date of September 1, 1971, to October 14, 1971, the actual completion date, without assessment of liquidated damages. The contractor cites a shut down order on a part of the work and a strike as the reasons for his failure to complete the work on time.

The contractor's requests are properly founded. To avoid conflict with adjacent grading, the contractor was given a partial shutdown order for a period of 90 days--- June 9 to September 7, 1971. In addition, his operations were totally shut down by a carpenters strike from June 28 to July 14, 1971.

I therefore recommend extension of the contract time to October 14, 1971, which was the completion date. This provides for a time extension of 43 days and waives all liquidated damages.

The matter will be on the agenda for your consideration at the January 11 meeting.

Very truly yours,

Ten Edwards
State Highway Engineer

cc Floyd Query
George M. Baldwin
F. B. Klaboe
A. E. Johnson
I. D. Merchant
F. D. Morgan
L. H. Young
V. E. Skoog
Gary Ross
Gary Sund
J. H. Versteeg

CAG:ag/
TE:ms

Order No. 71-687

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-281 - (Sub 1)

In the Matter of the Application of Lane County for authority to alter railroad-highway crossing (a temporary relocation of crossing 3E 137.7) over the tracks of the Oregon Electric Railway Company and the county road known as "Belt Line Road" in the northwest quarter of the northwest quarter of Section 15, T. 17 S., R. 4 W., Willamette Meridian, Lane County, Oregon	SUPPLEMENTAL ORDER

On December 22, 1969, Commissioner, by Order 46497 in Docket SXF-281, authorized petitioner (applicant) to continue to maintain a previously authorized rail crossing at grade, designated crossing number 3E 137.7, for a period expiring June 15, 1970.

Order 46497 provided that on or before April 1, 1970, petitioner file application for authority to establish a temporary crossing over a detour to by-pass structures of an overpass crossing which will, when completed, eliminate crossing 3E 137.7.

On March 24, 1970, petitioner, Lane County, (also petitioner in SXF-281), filed its application with Commissioner pursuant to the requirement of Order 46497.

On May 18, 1970, Commissioner, by Order 70-374, authorized construction of a temporary crossing at grade for a period of time ending November 1, 1971.

By petition dated September 10, 1971, Lane County requested extension of the authority to maintain the temporary crossing to July 1, 1972.

Petitioner states as reason for the extension request that inclement weather has delayed construction of the overcrossing structure. Construction of the structure has commenced, but will not be complete until the late spring of 1972.

Copies of the petition were served upon Oregon Electric Railway Company and the Oregon State Highway Commission.

Answer, by letter, was received from Oregon Electric Railway Company, advising the Commissioner that said railway had no objections to the petition to amend Order 70-374. Answer by letter received from the Oregon State Highway Commission advised that it had no objection to the petition to amend Order 70-374.

Due consideration has been given to all representations in the petition and responses thereto. No matters within the scope of ORS chapter 763 are in issue and no hearing will be required.

Based upon the petition and the files of the Commissioner, it is found that the petition should be granted upon the following terms and conditions; it is therefore

ORDERED that:

(1) Authority to maintain the temporary grade crossing authorized by Order 70-374 is hereby extended to July 1, 1972.

Made, entered and effective NOVEMBER 24 1971.

Diarmuid F. O'Scannlain
Public Utility Commissioner

BURLINGTON NORTHERN

Law Department
1201 American Bank Building
Portland, Oregon 97205 Phone 228-9111

Vice President and Regional Counsel
Delbert W. Johnson
Assistant Regional Counsel
James Warren Cook
General Attorney
Louis M. Parker
Attorney

FAS-860

Mr. Diamuid F. O'Scannlain
Public Utility Commissioner
State of Oregon
Salem, Oregon 97310

October 5, 1971

Re: Belt Line Road Crossing:
Oregon Electric in Lane County:
Amendment of Order 70-374

Dear Sir:

We wish to correct a typographical error in our letter attached of October 1, 1971. The reference to a petition to "abandon" was, of course, to a petition to "amend" by Lane County.

Very truly yours,

OREGON ELECTRIC COMPANY

By _____
James Warren Cook
General Attorney

JWC:yw
Encls.

cc - Mr. Gerald Attig
Director of Public Works
Lane County Courthouse
Eugene, Oregon

Mr. Si Cox
County-City Relations
Oregon State Highway Department
Salem, Oregon

RECEIVED
COUNTY & CITY SECTION
OCT - 6 1971
ENGR. C.O.R. UE
UPE CE RE RPE

BURLINGTON NORTHERN

Law Department
1201 American Bank Building
Portland, Oregon 97205

ROGER J. CROSBY
Vice President and Regional Counsel

Delbert W. Johnson
Assistant Regional Counsel

James Warren Cook
General Attorney

Louis M. Parker
Attorney

Mr. Diarmuid F. O'Scannlain
Public Utility Commissioner
State of Oregon
Salem, Oregon 97310

October 1, 1971

Re: Belt Line Road Crossing:
Oregon Electric in Lane County:
Amendment of Order 70-374

Dear Sir:

On behalf of Oregon Electric Railway Company, in response to the petition of Lane County set forth in its letter to your office dated September 10, 1971, we advise that the railroad has no objections to the petition to ~~abandon~~ amend order 70-374 (SXF-281-Sub. 1).

Very truly yours,

OREGON ELECTRIC COMPANY

By _____
James Warren Cook
General Attorney

JWC:yw
Encls.

cc - Mr. Gerald Attig
Director of Public Works
Lane County Courthouse
Eugene, Oregon 97401

Mr. Si Cox
County-City Relations
Oregon State Highway Department
Salem, Oregon

FAS 860
Lane Co

NW Expressway - Pac Hwy Sec

September 10, 1971

Public Utility Commissioner
Public Service Building
Salem, Oregon 97310

Attention: Mr. Don Haakenson, Supervisor
Transportation Services

Dear Sir:

According to Public Utility Commissioner Order 70-374 (SXF-Sub 1) regarding "temporary at-grade of crossing number 3-E 137.7" Oregon Electric Railway Company and Belt Line Road, Item No. 7 of the order stipulates that authority to maintain the crossing expires November 1, 1971.

Lane County seeks from the Commissioner an extension of time until July 1, 1972 to maintain the crossing mentioned in the order for the following reasons:

1. The grading portion of the project was scheduled to be completed by June 30, 1971. This has been delayed for several months due to inclement weather during the fall of 1970 and the spring of 1971.

2. The structures contract was scheduled for completion on September 1, 1971 but it has been delayed several months (probably November 1, 1971) due to the reason stated in item #1 and due to the grading project being delayed.

3. Lane County awarded a basing and paving contract on August 4, 1971. With this being late in the construction season and the weather being an uncertainty, it appears very unlikely the project can be completed until late spring of 1972.

RECEIVED
COUNTY & CITY SECTION
SEP 13 1971
ENGR. COOR. OE AE UE
UPE CE RE RPE

Lane County feels it has been diligent in complying with the order and therefore prays the Commissioner will authorize approval of the time extension.

Thank you for your consideration in this matter.

Very truly yours,

Gerald K. Attig, Director
Department of Public Works

bls

cc: Si Cox, County-City Relations, Oregon State Highway Dept.
H. F. May, Chief Engineer, Burlington Northern

RECEIVED
JAN 25 1971
FOR FILING

OREGON STATE HIGHWAY DIVISION

S11-2(4)(9)
7480

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

TOM McCALL
GOVERNOR

January 20, 1971

Southern Pacific Transportation Company
324 Union Station
Portland, Oregon 97209

ATTENTION: Mr. E. A. Kendrew

Re: Planking for Footing Access
Route 3 & 4
Pacific Highway West-Northwest
Expressway Section
FAS 860 (Belt Line Road)
Lane County
Project No. SU-441(9)
Contract No. 7480
Your File: GMC 73802
0-0-Lan-70-5

Gentlemen:

As a result of our meeting in Eugene on December 15, 1970, it was determined that the cost of planking your tracks around the footings of Bents 3 & 4 of the structure over your Eugene yards on the above captioned project was not to be borne by the contractor. You have indicated that this cost was not reflected in the Railroad-State agreement dated September 18, 1970.

The purpose of this letter is to request the inclusion of this work which you estimate to cost $3,200 in the work contained in Exhibit "A" of the September 18, 1970 agreement. The actual cost incurred by the Railroad for the installation of this planking material will be reimbursed in accordance with PPM 30-3 and all supplements thereto. You are hereby authorized to proceed with this work immediately.

Very truly yours,

F. D. Morgan
Construction Engineer

By
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

RECEIVED
JAN 21 1971
OFFICE OF
STATE HIGHWAY ENGINEER

TWL:dl
cc: Southern Pacific Transportation Co.,
San Francisco, California
Luther Freeman, Dept. of Public Works, Eugene
D. W. Gallaher, Oregon Bridge Eng. Co. Springfield
F. B. Klaboe
I. D. Merchant
H. S. Cox
C. T. Keasey
J. E. Holcomb

RECEIVED
OCT 13 1970
FOR FILING

SU-441(F)
7480

October 13, 1970

Kenman Bros. Construction, Inc.
8410 S. E. 17th Road
Portland, Oregon 97266

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7480 for structures on the Pacific Highway West-S. W. Expressway Section of Fed 963 in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

or
Enclosure

cc General Insurance Co. of America
Portland Service Office
520 S. W. 6th Avenue
Portland, Oregon 97204

bc F. D. Morgan
I. D. Marchant
C. T. Kenney
Ellis James

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	STATE Oregon
10-18	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY Lane
PROJECT REPORT NO. 3	(PPM 21-7) 10-5-70	PROJECT NO. SU-441(9)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Pacific Hwy. W.-N.W. Expressway Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-11-70	0.184
OTHER (Specify)		

FUNDS **Pro Rata 63.54%**

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,539,670.00	$ 612,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By _____
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer OCT 5 1970

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds.

(b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, up-

Oregon State Highway Division

Federal Aid
Project No. SU-441(9)

PACIFIC HWY. W.-N.W. EXPRESSWAY SECTION

FAS 860 IN LANE COUNTY

Salem, Oregon, September 30, 1970

Project agreement estimate.

Type Code X581
Hwy. 99 and Ore. Elec. RR O'xing #9941 (Sta. 303+95 to Sta. 306+89)

Temporary Protection and Direction of Traffic	All Required (15%)			$ 1,500.00
Shoring and Cribbing	All Required (8%)			2,800.00
Structure Excavation	1,170	cu.yd.	4.00	4,680.00
Structure Excavation Below Elevation Shown	100	cu.yd.	4.00	400.00
Special End Panel Backfill	1,120	cu.yd.	3.00	3,360.00
Furnish 10BP42 Steel Piling	11,000	lin.ft.	4.00	44,000.00
Drive Steel Piles	235	only	95.00	22,325.00
Splice Steel Piles	60	only	35.00	2,100.00
Class "A" Concrete (1,915 cu.yd.)	All Required (37%)			203,870.00
Reinforced Concrete Bridge End Panels	430	sq.yd.	19.00	8,170.00
70'/75' Prestressed Beams	48	only	2,200.00	105,600.00
Prestressing Steel (109,600 lbs.)	All Required			45,000.00
Reinforcement (344,000 lbs.)	All Required (32%)			46,400.00
Two Tube Metal Railing	694	lin.ft.	12.00	8,328.00
Preparation of Slopes	420	sq.yd.	3.00	1,260.00
Concrete Slope Paving	420	sq.yd.	8.00	3,360.00
8-inch Culvert Pipe	65	lin.ft.	4.00	260.00
6-inch Standard Steel Pipe	35	lin.ft.	13.00	455.00
1 1/2-inch Electrical Conduit	250	lin.ft.	2.00	500.00
2-inch Electrical Conduit	380	lin.ft.	3.00	1,140.00
				$ 505,508.00

Type Code X281
Prairie Road Structure #9942 (Sta. 317+94.50 to Sta. 319+24.50)

Temporary Protection and Direction of Traffic	All Required (5%)		$ 500.00
Shoring, Cribbing, Etc.	All Required (2%)		700.00

Structure Excavation	770	cu.yd.	4.00	3,080.00
Structure Excavation Below Elevation Shown	80	cu.yd.	4.00	320.00
Special End Panel Backfill	940	cu.yd.	3.00	2,820.00
Furnish 10BP42 Steel Piling	4,140	lin.ft.	4.00	16,560.00
Drive Steel Piles	103	only	95.00	9,785.00
Splice Steel Piles	25	only	35.00	875.00
Class "A" Concrete (1,040 cu.yd.)	All Required (20%)			110,200.00
Reinforced Concrete Bridge End Panels	410	sq.yd.	19.00	7,790.00
130'/135' Bulb Tee Prestressed Beams	13	only	3,500.00	45,500.00
Reinforcement (179,000 lbs.)	All Required (17%)			24,650.00
Two Tube Metal Railing	359	lin.ft.	12.00	4,308.00
Preparation of Slopes	680	sq.yd.	3.00	2,040.00
Concrete Slope Paving	680	sq.yd.	8.00	5,440.00
8-inch Culvert Pipe	65	lin.ft.	4.00	260.00
1 1/2-inch Electrical Conduit	365	lin.ft.	2.00	730.00
				$ 235,558.00

Type Code X571

S.P. O'xing Structure #8864A (Sta. 44+75.33 to Sta. 50+22.33)

Temporary Protection and Direction of Traffic	All Required (80%)			$ 8,000.00
Bridge Removal Work	All Required			9,000.00
Alteration to Existing Structure	All Required			4,000.00
Shoring, Cribbing, Etc.	All Required (90%)			31,500.00
Structure Excavation	2,460	cu.yd.	4.00	9,840.00
Structure Excavation Below Elevation Shown	220	cu.yd.	4.00	880.00
Special End Panel Backfill	640	cu.yd.	3.00	1,920.00
Granular Backfill	600	cu.yd.	4.00	2,400.00
Furnish 10BP42 Steel Piling	1,100	lin.ft.	4.00	4,400.00
Drive Steel Piles	20	only	95.00	1,900.00
Splice Steel Piles	5	only	35.00	175.00
Class "A" Concrete (2,205 cu.yd.)	All Required (43%)			236,930.00
Reinforced Concrete Bridge End Panels	460	sq.yd.	19.00	8,740.00
45'/50' Type 3 Prestressed Beams	16	only	900.00	14,400.00
50'/55' Type 3 Prestressed Beams	8	only	900.00	7,200.00
60'/65' Type 3 Prestressed Beams	8	only	1,100.00	8,800.00

Reinforcement (544,000 lbs.)	All Required (51%)		73,950.00
Structural Steel (643,000 lbs.)	All Required		200,000.00
Two Tube Metal Railing	1,092 lin.ft.	12.00	13,104.00
Preparation of Slopes	700 sq.yd.	3.00	2,100.00
Concrete Slope Paving	700 sq.yd.	8.00	5,600.00
8-inch Culvert Pipe	250 lin.ft.	4.00	1,000.00
Special Barrier Wall	200 lin.ft.	10.00	2,000.00
6-inch Standard Steel Pipe	125 lin.ft.	13.00	1,625.00
1 1/2-inch Electrical Conduit	835 lin.ft.	2.00	1,670.00
			$ 651,134.00
			$1,392,200.00
Flagging (60% of contractor's cost)	All Required		$ 2,000.00
Erosion Control	All Required		1,000.00
Laboratory Fees	All Required		4,500.00
			$ 7,500.00
	Subtotal		$1,399,700.00
	Engr. & Cont.		139,970.00
	Total		$1,539,670.00

Length of Structures (3) - - 0.184 mile

Federal Funds - - - - - - - - - - - - - - - - - -	$ 612,000.00
State Funds - - - - - - - - - - - - - - - - - -	204,000.00
County Funds - - - - - - - - - - - - - - - - - -	723,670.00
Total - - - - - - - - - - - - - - - - - -	$1,539,670.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

G - 1 - 99%
G - 9 - 1%

Contract No. 7480

Prefix 520-1042

PACIFIC HWY. W.-N.W. EXPRESSWAY SECTION

Nonparticipating - State Work

Preparation of Slopes	300 sq.yd.	3.00	$ 900.00
Concrete Slope Paving	300 sq.yd.	8.00	2,400.00
Special Barrier Wall	100 lin.ft.	10.00	1,000.00
			$ 4,300.00
Railroad Protective Cost	All Required		$24,900.00
Work by Other Railroads	All Required		39,700.00
			$64,600.00
Total			$68,900.00

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (8-64)

HIGHWAY DEPARTMENT INVOICE

NO. 103498

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
10-1-70	CC 1229		520-1042-297

1229

RECEIVED
COUNTY & CITY SECTION
OCT 1 - 1970
ENGR. COOR. UE AE UE
UPE CE RE RPE

Lane County
Board of Commissioners
Courthouse
Eugene, Oregon 97401

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: O. K. Attig, Director of Public Works			
Advance Deposit			738,700.00
Partial transfer of the advance deposit for the construction of the three bridges on the Pacific Highway W-N.W. Expressway Section, Belt Line Road, PAS 860. Covered by Agreement dated 4-21-70			700,700.00
To be retained			38,000.00

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

OCT 27 1970

SU-441(9)
7480

Files

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 1, 1970

RAILROAD COMPANIES
FILE No. 690

To: Mr. Floyd Query
Secretary
State Highway Commission
BUILDING

SUBJECT: PUX 780
SXF 540
Construction Agreement
Southern Pacific Transportation Co.
Pacific Highway West
N.W. Expressway Section
FAS 8060 (Belt Line Road)
Lane County
Contract No. 7480
Project No. SU-441(9)

Attached you will find the State's original fully executed counterpart of the subject agreement.

Distribution of conformed copies has been made as indicated below.

TWL:djg
cc: Luther Freeman (w/attach)
W. A. Palmateer "
F. B. Klaboe
F. D. Morgan
R. N. Chase (3) (w/attach)
V. E. Skoog "
E. F. Saling "
J. L. Sollis "
I. D. Merchant "
H. S. Cox "
C. T. Keasey "

T. W. Litchfield
Railroad & Utility Engineer

Fran

10-14-70
noted in
agenda book

NOTED
FLOYD QUERY

SP 52078-724

[RECEIVED]
SEP 28 1970

511-441 (9)

7480

September 28, 1970

Hannan Bros. Construction, Inc.
8410 S. E. Otty Road
Portland, Oregon 97266

Gentlemen:

The State Highway Commission on September 11, 1970, accepted your proposal for structures on the Pacific Highway West-N.W. Expressway Section of FAS 860 in Lane County for the sum of $1,396,500 and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions have been satisfied.

Those conditions were fulfilled and the State Highway Engineer September 28, 1970, awarded you the project, which has been assigned Contract No. 7480.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is September 1, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Oregon

F. D. Morgan
I. D. Merchant
C. T. Keasey
Ellis Jones
William Geibel (SAIF)

RECEIVED
COUNTY & CITY SECTION
SEP 25 1970
☐ ENGR. ☒ ☐ ☐ ☐ AE ☒ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Department
Salem, Oregon 97310

RE: Encumbrances of Future Anticipated
Federal Allocations of FAS Funds

Dear Sir:

LANE County hereby requests an advance on its anticipated future Federal allocation of FAS funds in the amount of $ 612,000. This is the estimated additional fund needed by Lane County for the three structures on the Pacific Hwy. W-N.W. Expressway Section on Belt Line County Road, FAS 860. Since Lane County's annual Federal allocation is approximately $ 204,000, this represents all or a portion of its funds for the fiscal years 1972, 1973 and 1974, and these funds will be replaced by the allocations to the County for these same fiscal years.

This request is in accordance with the agreement which was approved by the Association of Oregon Counties' Board of Directors at their meeting of August 15, 1969, and approved by the Highway Commission at their November 18, 1969, meeting. By this agreement, county Federal allocations became a revolving fund and permits any county to encumber its future anticipated Federal allocations for three years or less. It is also understood that each county must clear up all encumbrances of its FAS allocations before additional allocations can be advanced. Be it further remembered that no advancement on future anticipated Federal allocations can be honored until all present available allocations have been expended.

This request was signed at a duly authorized session of the Lane County ~~County Court~~/Board of Commissioners at Eugene, Oregon, on September 23, 1970.

Lane County, by and through
its ~~County Court~~/Board of Commissioners

By Wm E. Onthank
~~Judge~~/Chairman

By
Commissioner

By
Commissioner

APPROVED AS TO FORM
DATE 9-23-70
OFFICE OF COUNTY COUNSEL

LANE COUNTY

DEPARTMENT OF PUBLIC WORKS
1820 Roosevelt Boulevard
P O Box 2729
Eugene, Oregon 97402
Phone 688-5231

RECEIVED
COUNTY & CITY SECTION
SEP 25 1970
☐ ENGR. ☑ COOR. ☐ LE ☐ AE ☑ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

September 15, 1970

Mr. Si Cox
County-City Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cox:

This letter is to inform you of certain duties and responsibilities concerning the construction of the Beltline structures over the Southern Pacific Railroad, Prairie Road and Oregon Electric Railroad-U.S. 99.

LANE COUNTY WILL:
Provide a full-time County engineering employee who will be responsible for and in direct charge of the total project at all times. He will supervise the consultants efforts on all phases of the project and will coordinate the project with all other agencies. The name and title of the employee is Luther Freeman, Principal Engineer, Lane County Public Works Department.

OREGON BRIDGE ENGINEERING COMPANY WILL:
Represent Lane County on the project in the capacity of Resident Engineer; provide field inspectors, field survey parties and other personnel as deemed necessary by Lane County; coordinate all phases of the projects through Lane County unless previously authorized to coordinate with other agencies.

OREGON STATE HIGHWAY DEPARTMENT WILL:
Provide general project supervision and control; provide materials testing as required; provide payment to the contractor based on submitted estimates.

In addition to the above-listed items, Lane County and Oregon Bridge Engineering Company will provide all reports and estimates in a manner and form as requested by the Oregon State Highway Department.

Very truly yours,

Gerald K. Attig, Director
Department of Public Works

By: Al Driver
Al Driver
Assistant Director

bls
cc: Oregon Bridge Engineering Co.

Copy to FHWA
Paul Riedl
Glenn Hossner (2)
Will Young
Ivan Northcoat
C.T. Keasey

Gerald K. Attig, Director
Al. Driver, Assistant Director
Luther Freeman, Principal Engineer
Francis Waggoner, County Surveyor
Harold Williams, Office Manager
Wallace Whiteley, Maintenance Supt.
Orville Rice, Operations Supt.
Paul Beistel, Parks & Recreation
George Griffin, Subdivision Eng.
Ole Halderson, Bridge Supt.
John Clay, Specifications & Permits
Clair Williams, Weighmaster
Wes Rimel, Right of Way

September 14, 1970

Lane County Board of Commissioners
Courthouse
Eugene, Oregon 97401

Attention: Mr. G. K. Attig

Gentlemen:

On September 3, 1970, a satisfactory bid was received from the Hannon Bros. Construction, Inc., P. O. Box 66155, Portland 97266, for the three structures on the Pacific Highway West-N.W. Expressway Section, Belt Line Road, FAS 860. As per the agreement between State and County, the following advance deposit is required from the County prior to awarding of a contract.

Bid Items	$1,396,500
Erosion Control	1,000
Flagging	2,000
Railroad Protective Costs	24,900
Other Railroad Costs	39,700
Lab Fees	4,500
4½% Contingencies	66,087
Estimated Total Cost	$1,534,687
Less Lane County FAS Funds (3-year advancement)	1,020,000
	$ 514,687
Federal 612,000	
State 204,000	
County 204,000	
$1,020,000	
County Portion of FAS Funds	204,000
	$ 718,687
State Engineering Costs	20,000
The advance deposit is	$ 738,687
or say $738,700	

Please make this advance dpposit in the amount of $738,700 payable by check or warrant to the Oregon State Highway Commission and forward

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COUNTY & CITY SECTION
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same to this office. Also enclosed are two copies of the forms for advancing Lane County's next three years Federal funds for this project. Would you please complete them and return one completed copy to this office along with the advance deposit.

Very truly yours,

H. S. Cox
County and City Engineer

By:
Harold Reynoldson
Rural Program Engineer

HR:ljt

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Department
Salem, Oregon 97310

RE: Encumbrances of Future Anticipated
Federal Allocations of FAS Funds

Dear Sir:

Lane County hereby requests an advance on its anticipated future Federal allocation of FAS funds in the amount of $ 612,000. This is the estimated additional fund needed by Lane County for the three structures on the Pac. Hwy. 99-W-W Expressway Section on Belt Line County Road, FAS 86a. Since Lane County's annual Federal allocation is approximately $ 204,000, this represents all or a portion of its funds for the fiscal years 1972, 1973 and 1974, and these funds will be replaced by the allocations to the County for these same fiscal years.

This request is in accordance with the agreement which was approved by the Association of Oregon Counties' Board of Directors at their meeting of August 15, 1969, and approved by the Highway Commission at their November 18, 1969, meeting. By this agreement, county Federal allocations became a revolving fund and permits any county to encumber its future anticipated Federal allocations for three years or less. It is also understood that each county must clear up all encumbrances of its FAS allocations before additional allocations can be advanced. Be it further remembered that no advancement on future anticipated Federal allocations can be honored until all present available allocations have been expended.

This request was signed at a duly authorized session of the _____ ~~County Court~~/Board of Commissioners at _____, Oregon, on _____, 19___.

Lane County, by and through
its County Court/Board of Commissioners

By _____
~~Judge~~/Chairman

By _____
Commissioner

By _____
Commissioner

Form E 312X 5M Sets 8-58

OREGON STATE HIGHWAY DEPARTMENT

Summary of Bids Received and Construction Authorization

Project PACIFIC HIGHWAY WEST-NO EXPRESSWAY SECTION F. A. Project No. SU 441009

Highway [illegible] Engineer's Estimate [illegible]

County LANE Date Bids Received [illegible]

	NAME AND ADDRESS OF BIDDER	AMOUNT OF BID
1	HANNAN BROS CONSTR. INC PORTLAND [illegible]	1. 1,396,500.00
2	[illegible] CONTRACTORS INC PORTLAND 97217	2 1,471,000.00
3	[illegible] DRAKE COMPANY PORTLAND [illegible]	5 1,[illegible]
4	HAMILTON CONSTRUCTION CO [illegible]	4 1,[illegible]
5	[illegible] CONST INC + [illegible] CONST CO SALEM 97[illegible]	3 1,[illegible]

CONSTRUCTION AUTHORIZATION

Contract amount . . . . . $ 1,396,500.00

Additional anticipated items:

[illegible] STATE Share	2,000.00
RAILROAD PROTECTIVE COSTS	24,900.00
[illegible] RAILROAD COSTS	39,700.00
[illegible] CONTROL	1,000.00
[illegible] RELAY FEES	4,500.00

ENGINEER'S RECOMMENDATION

State Highway Engineer

NAME AND ADDRESS OF BIDDER	AMOUNT OF BID
HANNAN [illegible] INC PORTLAND [illegible]	1 1,396,500.00
[illegible] CONTRACTORS INC PORTLAND 97217	2 1,471,000.00
[illegible] & LAKE COMPANY PORTLAND [illegible]	5 1,472,359.[illegible]
HAMILTON CONSTRUCTION CO [illegible]	4 1,48[illegible]
KOSS [illegible] INC + KOSS BRO [illegible] SALEM 97[illegible]	3 1,53[illegible]

CONSTRUCTION AUTHORIZATION

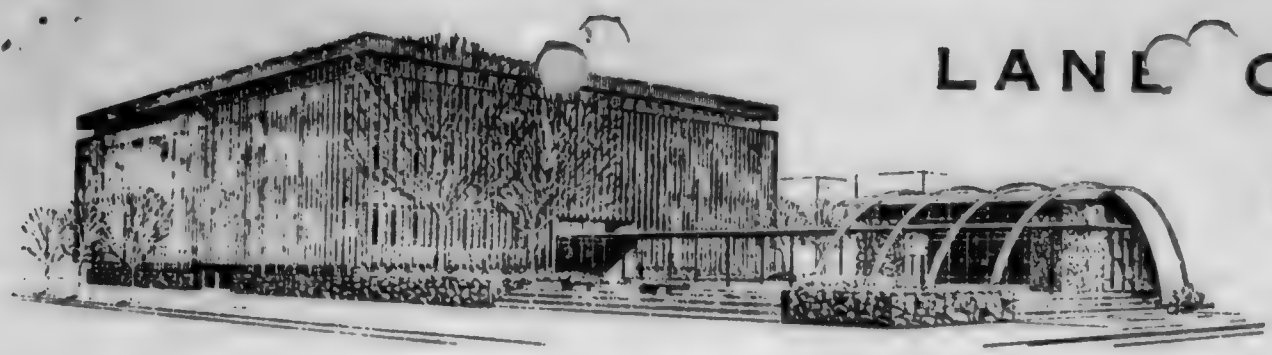
Contract amount	$ 1,396,500.00
Additional anticipated items:	
[illegible]	2,000.00
RAILROAD PROTECTIVE COSTS	24,900.00
[illegible] RAILROAD COSTS	39,700.00
[illegible]	1,000.00
[illegible]	4,500.00
Subtotal	$ 1,468,600.00
Contingencies and engineering (4-1/2%)	66,087.00
Subtotal	$ 1,534,687.00
Credit for maintenance rock	
Net construction authorization	$ 1,534,687.00

ENGINEER'S RECOMMENDATION

Deputy State Highway Engineer

State Highway Engineer

District Engineer, S. P. R.



LANE COUNTY

DEPARTMENT OF PUBLIC WORKS
1820 Roosevelt Boulevard
P O Box 2729
Eugene, Oregon 97402
Phone 688-5231

April 8, 1970

County-City Division
State of Oregon
Highway Building
Salem, Oregon

RECEIVED
APR 10 1970
ENGINEER
COUNTY & CITY DIVISION

Attn: Harold Reynoldson

Gentlemen:

Enclosed please find one (1) copy each of the F.A.S.-C project request forms completed for and relative to Lane County's proposed construction of grade-separation structures for the Belt Line Road (F.A.S. 860) Overcrossing of Old Pacific Highway (US 99) - Oregon Electric Railway (O.E.R.R.); Prairie Road; and Southern Pacific Company Railroad (S.P.R.R.) at or near Eugene, all situate in N½ Section 15, Township 17 South, Range 4 West, Willamette Meridian, Lane County, Oregon.

Lane County will let and administer a grading contract on or about June 1, 1970, for all mainline grading approach fills, adjacent interchange work and complete with construction of a temporary Detour and all appurtenances thereto. We would like a subsequent call for bids on the structures involved herein to be made by the Oregon State Highway Commission on or about July 23, 1970. The design and field inspection of all structure work inclusive of issuing progress reports and quantities for monthly estimates will be performed by Oregon Bridge Engineering Company, Springfield, Oregon.

All P.U.C. Applications and notification to parties relative therein will be handled by Lane County.

Enclosed under separate cover, please find "Advance Plans & Specifications" for the structures involved herein and also two (2) copies each of a plan/profile vicinity map for each of the "Railroads" involved. Also enclosed, for your orientation and information, is a complete roll map detailing the entire section of Belt Line Road (F.A.S. 860) affected in the above mentioned projects.

Gerald K. Attig, Director
Al. Driver, Assistant Director
Luther Freeman, Principal Engineer
Francis Waggoner, County Surveyor
Harold Williams, Office Manager
Wallace Whiteley, Maintenance Supt.
Orville Rice, Operations Supt.
Paul Beistel, Parks & Recreation
George Griffin, Subdivision Eng.
Ole Halderson, Bridge Supt.
John Clay, Specifications & Permits
Clair Williams, Weighmaster
Wes Rimel, Right of Way

4-8-70

We, at this time, would like to formally request an advance on Lane County's next three years of available F.A.S. monies to help finance the structures work outlined.

Your attention in this matter will be greatly appreciated and if we may be of any assistance, please contact our office.

Very truly yours,

Gerald K. Attig
Director

Al Driver

By: Al Driver
Assistant Director

AD:pf

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SAL-441(A)

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September 10, 1970

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Attached are three copies of the agreement between Lane County and the Oregon Bridge Engineering Company for consultant engineering work in connection with the construction of the three structures on the Pacific Highway West-N. W. Expressway Section of Belt Line Road, FAS 860.

Please indicate your approval on one copy and return it to this office.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

Att. - 3
cc R. L. Porter
Tom Edwards
H. S. Cox
I. D. Marchant
C. T. Kenney

(ma)

FORM S-80 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

September 2, 1970

SUBJECT:

To: Mr. A. E. Johnson
Assistant State Highway Engineer

BUILDING

Attached are two copies of an agreement between Lane County and Oregon Bridge Engineering Company for consultant engineering work to be done in connection with the construction of the three structures on the Pacific Highway West-N.W. Expressway Section of Belt Line Road, FAS 860. The agreement and Certification of Consultant require the approval of the Highway Engineer before transmittal to the Federal Highway Administration.

This agreement is practically identical to the one entered into between Oregon Bridge and Douglas County for the Oak Street Bridge in Roseburg. The main difference is that there will be no Federal or State funds involved in either the preliminary or construction engineering payments to Oregon Bridge. These costs will be borne solely by Lane County so that all available FAS funds will go into actual construction. Since there will be no Federal participation in engineering, we felt that there was no need for a consultant agreement in this case; however, the FHWA in their interpretation of PPM 40-6, insist that a copy of the agreement be sent to them for approval.

Will you please obtain the approval of Mr. Porter and transmit an approved copy to Mr. Simpson for approval.

For H. S. Cox
County and City Engineer

RHP:ljt
Attachments

RECEIVED
SEP
OF
STATE HIGHWAY

AGREEMENT

Between Lane County Board of Commissioners and Oregon Bridge Engineering Company for Design and Field Construction Engineering of the

BELTLINE STRUCTURES
PACIFIC HIGHWAY WEST-N.W. EXPRESSWAY SECTION

FAS 860

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EXHIBIT B Requirement for Contract Drawings	2 pages
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Synopsis of Engineering Design Costs Based on Consultant's Cost Accounting Procedure	3 of 5
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Summary - Preliminary Engineering Cost Estimate	5 of 5
EXHIBIT D Payment to the Engineer Section from Annual Agreement Between Lane County and Oregon Bridge Engineering Company	2 pages
EXHIBIT E Copy of Original Agreement on Beltline Structures with Lane County	15 pages
EXHIBIT F Copy of OBEC Letter of August 5, 1970, Outlining the Proposed Delegation of Inspection and/or Testing Functions for the Project	2 pages

AGREEMENT

THIS AGREEMENT, made and entered into by and between LANE COUNTY, by and through its Board of Commissioners, hereinafter called "County", and the firm of Oregon Bridge Engineering Company, Consulting Engineers, an Oregon corporation, acting by and through its company officers, hereinafter called "Consultant";

WITNESSETH:

RECITALS:

1. For the purpose of performing the engineering design and field construction engineering for the four structures over the A-1 Channel, the Southern Pacific Transportation Company Overcrossing, the Prairie Road overcrossing, and the Pacific Highway overcrossing, together with incidental structures as retaining walls and sign support systems, all on the Beltline Road, Pacific Highway-N.W. Expressway Section, on FAS 860, hereinafter called the Beltline Structures; and Consultant proposes to enter into this agreement for the orderly prosecution of the required work.

2. County has found it necessary and advisable to employ Consultant to perform certain work, described in detail herein.

3. County proposes to finance the design and construction of the Beltline Structures from Federal Aid Secondary Funds which funds include State and County matching funds as well as Federal funds; and pursuant to State and Federal statutes and regulations County has requested the Oregon State Highway Division to let and award the contract for the construction of said structures.

NOW, THEREFORE, the premises being in general as stated in the foregoing RECITALS, it is agreed by and between the parties hereto as follows:

I. THINGS TO BE DONE BY THE COUNTY

1. Furnish Consultant all data and assistance that is required to perform the work, as outlined in the Consultant's proposal.

2. Establish preliminary centerline and bench marks.

3. All field engineering, inspection, and quality controls on the grading portion of the work including earthwork, rocking, paving, right-of-way boundaries, and miscellaneous construction work not related to the structures.

4. It is anticipated the following services will be performed by the County:

a. Preparation of necessary PUC documents and applications.

b. All field engineering, inspection, and quality controls on the grading portion of the work including earthwork, rocking, paving, right-of-way boundaries, signals, lighting, and miscellaneous construction work not related to the structures.

5. Pay Consultant for the work performed in accordance with Section IV of this agreement.

II. THINGS TO BE DONE BY THE CONSULTANT

1. Review all data furnished by County.

2. Perform a detailed engineering design and field construction supervision as outlined here below:

I. Preliminary Report Phase

A. Determination of the limits of the structures from preliminary ground control established by Lane County.

B. Selection of structure types, basic roadway features, and span arrangements.

C. Supervision of test boring for foundation investigation.

1. layout of boring sites
2. selection of driller (with County approval)
3. supervision of test borings

D. Preparation of preliminary report, including estimate of costs by Oregon Bridge Engineering Company.

II. Design Phase

A. Preliminary Design

1. Prepare preliminary design plans for the structures
2. Rough draft of specifications
3. Revise project cost estimate

B. Review of Project

1. Review of plans and specifications with Lane County, the Oregon State Highway Division, and affected parties.

C. Final Design

1. Prepare plans for the Beltline Structures incorporating Lane County's design for roadway, signals, lighting, and miscellaneous items as required for reproduction.

2. Prepare final specifications and contract documents as required for reproduction.

3. Prepare final project cost estimates.

All above work will be under the lump sum payment provision.

III. Field Engineering and Construction Supervision Phase

A. Beltline Structures

1. Furnish all lines and grades.

2. Check and approve all shop drawings and rebar details.

3. Provide construction supervision

a. Provide resident engineer and assistant
b. Supervise and inspect construction of precast elements as required
c. Furnish weekly construction reports
d. Prepare monthly estimates
e. Prepare change orders and price agreements as required.

4. Conduct final inspection with Lane County.

5. Prepare final reports and "as constructed" drawings.

All above work to be under the annual engineering contract.

---

3. Consultant shall bill County for the cost of work performed in accordance with Section IV of this agreement.

III. GENERAL REQUIREMENTS

1. Conferences - Visits to Site

a. Consultant shall confer with County from time to time at County's request during the progress of the work to be performed by Consultant under the terms of this agreement.

2. All final design shall conform to current design standards of the American Association of State Highway Officials. The design shall provide for HS20-44 loading, as modified by Section 4 of the Federal Highway Administration PPm 20-4.

3. Contract construction drawings shall comply with "Requirements for Contract Drawings" attached hereto, marked "Exhibit B" and by this reference made a part of this agreement.

4. Construction specifications shall be based on State of Oregon "Standard Specifications for Highway Construction", issue of 1970, as revised, and shall include such supplemental specifications and special provisions as are required for a complete construction specification.

5. All design, plans, specifications and other materials to be furnished by Consultant to County under this agreement shall be prepared in such form that they may be used in performance of the construction work of the project under either a single contract or separate contracts.

6. Consultant shall furnish to County weekly in duplicate a simple memo form of Consultant's choosing stating briefly the progress achieved during the past week and including an estimated percentage of the progress made on the total work involved in the major design items.

7. Time to Start and Completion of Work

a. Work shall commence as soon as practical following execution of this agreement. No formal notice to proceed will be issued.

b. Consultant shall vigorously pursue the required design phase of the work to the end that completion shall be accomplished not later than eight months (240 days) following execution of this agreement. The specified time shall be exclusive of periods of review or delays beyond Consultant's control.

c. Field engineering and construction supervision phase of the work shall be dependent upon the construction contract.

8. Covenant Against Contingent Fees

Consultant warrants that it has not employed or retained any company or person, other than a bona fide employee working solely for Consultant, to solicit or secure this agreement, and that Consultant has not paid or agreed to pay any company or person, other than a bona fide employee working solely for Consultant, any fee, commission, percentage, brokerage fee, gifts or any other consideration, contingent upon or resulting from the award or making of this

agreement. For breach or violation of this warranty, County shall have the right to annul this agreement without liability, or, in its discretion, to deduct from the contract price or consideration, or otherwise recover, the full amount of such fee, commission, percentage, brokerage fee, gift or contingent fee.

9. Ownership of Documents

All documents, including original drawings, estimates, specifications, field notes and data are and remain the property of the County. It is mutually agreed that the County will use them solely in connection with the project and not for the purpose of making subsequent extensions or enlargements thereto, save with the express consent of the Consultant. Reuse for extensions of the project or for new projects shall require permission of the Consultant and shall entitle him to further compensation at a rate to be agreed upon by County and Consultant. Documents concerning boring data and survey data, furnished at the expense of the County, will remain the property of the County.

10. Delays and Extensions

If delays occur, in the prosecution of Consultant's work under this agreement, which in the judgment of County are beyond the control of Consultant, the time for completion of the work as hereinbefore set forth may be extended by County in an amount not to exceed the amount of such unavoidable delay.

11. Termination

County may terminate this agreement if Consultant fails to comply with any provisions of the agreement; if the progress or quality of the work is unsatisfactory; or for any other cause which, in the judgment of County, makes such termination advisable. In the event of such termination, Consultant shall deliver to County all completed or partially completed satisfactory work and County shall pay Consultant for such satisfactory work. The amount paid shall be determined after taking into account not only the provisions for payment for completed work under Part IV of this agreement, but also Consultant's costs incurred for such satisfactory work, the value of such satisfactory work to County and any unpaid claims against Consultant of which County has notice in connection with Consultant's work under this agreement.

12. Disputes

Any dispute concerning a question of fact in connection with the work may be resolved by conference between the parties hereto, but the decision of County shall be final.

13. Responsibility for Claims and Liability

Consultant shall save and hold harmless Lane County, its commissioners, officers and employees, the State of Oregon, the State Highway Division, its members, officers, agents and employees, from all claims, suits or actions of whatsoever nature caused by or arising out of the activities of Consultant, its subcontractors, agents or employees, under this agreement.

14. Compliance with Laws

Consultant shall comply with all federal, state and local laws, ordinances and rules applicable to the work under this agreement. Furthermore, such provisions as are necessary to comply fully with the laws of the State of Oregon concerning public contracts and provisions to be included therein are hereby made a part of this agreement by this reference, and Consultant shall comply with the obligations and other provisions of said laws the same as though such obligations and provisions were fully set out herein.

15. Assignment, Transfer or Subcontracting

Consultant shall not assign, transfer or subcontract this agreement, any part hereof or any part of the work covered by this agreement, without the prior written consent of County, and any such assignment, transfer or subcontracting without such prior written consent shall be grounds for immediate termination of this agreement by County. No consent of County shall be given in any case, however, to any subcontracting in excess of 50 per cent of the work of Consultant under this agreement (excluding "specialized services" designated as such in this agreement), based on the amount of the total contract price attributable to such subcontracted work.

16. Endorsement

All reports, estimates and other engineering data submitted to County by Consultant shall show thereon the endorsement of Consultant.

17. Changes in Work

County reserves the right, without impairing this agreement, to order changes or alterations in the work to be performed hereunder by Consultant. If changes or alterations ordered affect the cost or progress of the work, adjustments shall be made in the time for performance of the work or compensation owing to Consultant, as the case may be, as mutually agreed upon between County and Consultant.

18. Successors and Assigns

The provisions of this agreement and all rights and obligations hereunder shall extend to and bind the approved successors, assigns, transferees and subcontractors of Consultant and any successor or assign of County.

19. Certificate

The executed certificate attached hereto and marked "Exhibit A" is by this reference made a part of this agreement.

20. Prohibition Against Hiring Certain Personnel

It is expressly understood and agreed that Consultant has at this time and will continue to have an adequate technical and administrative staff and force to perform the work covered by this agreement. As a part of the consideration to County for the award of this agreement to Consultant, Consultant agrees not to engage, on a full, part-time, or other basis, during the period of this agreement, without prior written consent of the County, any County personnel except regularly retired employees who have been in the employ of County until such employees have been severed from County employment for at least one full year.

21. Equal Opportunity

During the performance of this agreement, the Consultant, for itself, its assignees and successors in interest (hereinafter referred to as the "Consultant"), agrees as follows:

1. Compliance with Regulations: The Consultant will comply with the Regulations of the Department of Commerce relative to nondiscrimination in federally-assisted programs of the Department of Commerce (Title 15, Code of Federal Regulations, Part 8, hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this agreement.

2. Nondiscrimination: The Consultant, with regard to the work performed by it after award and prior to completion of the agreement work, will not discriminate on the ground of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The Consultant will not participate either directly or indirectly in the discrimination prohibited by Section 8.4 of the Regulations, including employment practices when the agreement covers a program set forth in Appendix A-II of the Regulations.

3. Solicitations for Subcontracts, Including Procurements of Materials and Equipment: In all solicitations either by competitive bidding or negotiation made by the Consultant for work to be performed under a subcontract, including procurements of materials or equipment, each potential subcontractor or supplier shall be notified by the Consultant of the Consultant's obligations under this agreement and the Regulations relative to nondiscrimination on the grounds of race, color or national origin.

4. Information and Reports: The Consultant will provide all information and reports required by the Regulations, or orders and instructions issued pursuant thereto, and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the State Highway Division or the Federal Highway Administration as appropriate, and shall set forth what efforts it has made to obtain the information.

5. Sanctions for Noncompliance: In the event of the Consultant's noncompliance with the nondiscrimination provisions of the agreement, the County shall impose such agreement sanctions as it or the State Highway Division or the Federal Highway Administration may determine to be appropriate, including, but not limited to,

   a. withholding of payments to the Consultant under the agreement until the Consultant complies, and/or

   b. cancellation, termination or suspension of the agreement, in whole or in part.

6. Incorporation of Provisions: The Consultant will include the provisions of paragraph 21, items 1 through 6 in every subcontract, including procurement of materials and leases of equipment, unless exempt by the Regulations, order, or instructions issued pursuant thereto. The Consultant will take such action with respect to any subcontract or procurement as the County, State Highway Division or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance; provided, however, that, in the event a Consultant becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the Consultant may request the County

to enter into such litigation to protect the interests of the County, and, in addition, the Consultant may request the United States to enter into such litigation to protect the interests of the United States.

22. Jurisdiction

This agreement shall be governed, as to validity, interpretation and performance, by the laws of the State of Oregon. Consultant, which is an Oregon corporation, hereby consents to the jurisdiction of the courts of the State of Oregon and to the commencement and maintenance in the State of Oregon by State or any third party of any suit, action or proceeding based on any claim arising out of or in connection with Consultant's work under this agreement.

IV. PAYMENT

1. Fees

a. Exhibit C to this agreement is an outline of work to be performed under the preliminary engineering phase of the contract showing total estimated manhours to be expended, average manhour costs, overhead costs, and total estimated costs in arriving at a lump sum fee of $78,000 for the preliminary engineering phase of the work.

b. Payment for engineering services for the field engineering and construction supervision phase of the work will on the following basis:

A fee on the basis of payroll times a factor of 2.25 plus the actual cost of reimbursable expenses as defined in the Annual Contract between Oregon Bridge Engineering Company and the Lane County Board of Commissioners.

c. It is further mutually understood and agreed that should there develop a substantial change in the scope, complexity, or character of the work to be performed, that the lump sum design payment may be adjusted accordingly.

d. Payments for preliminary engineering and field construction engineering will be made monthly on an estimated percentage of the completed work.

e. No retained percentages will be withheld from the Consultant's bills.

IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals as of the day and hear hereinafter written.

This agreement was approved by the Lane County Board of Commissioners on September 1, 1970.

CONSULTANT:

Oregon Bridge Engineering Co.

W. A. Valentine

Gen Manager

LANE COUNTY BOARD OF COMMISSIONERS:

Ben E. Canfield

Jess Kiser

Frank A. Elliott

APPROVED AS TO FORM
DATE 8-31-70
Roy E. Dilbeck
OFFICE OF COUNTY COUNSEL

APPROVED:

Tom Brown
Deputy State Highway Engineer

September 8, 1970
Date

EXHIBIT "A"

CERTIFICATION OF CONSULTANT

I hereby certify that I am the *General Manager* (title) and duly authorized representative of the firm of Oregon Bridge Engineering Company, whose address is *P. O. Box 72, Springfield, Oregon 97477*, and that neither I nor the above firm I here represent has:

a. employed or retained for a commission, percentage, brokerage, contingent fee, or other consideration, any firm or person (other than a bona fide employee working solely for me or the above Consultant) to solicit or secure this contract,

b. agreed, as an express or implied condition for obtaining this contract, to employ or retain the services of any firm or person in connection with carrying out the contract, or

c. paid, or agreed to pay, to any firm, organization or person (other than a bona fide employee working solely for me or the above Consultant) any fee, contribution, donation, or consideration of any kind for, or in connection with, procuring or carrying out the contract; except as here expressly stated (if any):

I acknowledge that this certificate is to be furnished to Lane County.

September 1, 1970
Date

D. K. Gallaher
Signature
D. K. Gallaher, President
for Oregon Bridge Engineering Co.

CERTIFICATION OF LANE COUNTY

I hereby certify that I am the *Assistant Director* (title) of Lane County, and that the above consulting firm or his representative has not been required, directly or indirectly as an express or implied condition in connection with obtaining or carrying out this contract to:

a. employ or retain, or agree to employ or retain, any firm or person, or

b. pay, or agree to pay, to any firm, person, or organization, any fee, contribution, donation, or consideration of any kind; except as here expressly stated (if any):

September 1, 1970
Date

Al Driver
Signature

State Contract No. _____
Federal Aid Project SU 441(9)
State Oregon

CERTIFICATION OF CONSULTANT

I hereby certify that I am the *General Manager* and duly authorized representative of the firm of *Oregon Bridge Engineering Company*, whose address is *P. O. Box 72, Springfield, Ore.*, and that neither I nor the above firm I here represent has:

(a) employed or retained for a commission, percentage, brokerage, contingent fee, or other consideration, any firm or person (other than a bona fide employee working solely for me or the above consultant) to solicit or secure this contract,

(b) agreed, as an express or implied condition for obtaining this contract, to employ or retain the services of any firm or person in connection with carrying out the contract, or

(c) paid, or agreed to pay, to any firm, orgainization or person (other than a bona fide employee working solely for me or the above consultant) any fee, contribution, donation, or consideration of any kind for, or in connection with, procuring or carrying out the contract;

except as here expressly stated (if any):

I acknowledge that this certificate is to be furnished to the State Highway Division and the Bureau of Public Roads, U.S. Department of Commerce, in connection with this contract involving participation of Federal Aid highway funds, and is subject to applicable, State and Federal laws, both criminal and civil.

~~September 1, 1970~~
DATE

D. K. Gallaher
SIGNATURE
D. K. Gallaher, President
for Oregon Bridge Engineering Co.

CERTIFICATION OF STATE HIGHWAY DIVISION

I hereby certify that I am the Deputy State Highway Engineer of the Highway Division of the State of Oregon, and that the above consulting firm or his representative has not been required, directly or indirectly as an express or implied condition in connection with obtaining or carrying out this contract to:

(a) employ or retain, or agree to employ or retain, any firm or person, or

(b) pay, or agree to pay, to any firm, person, or organization, any fee, contribution, donation, or consideration of any kind;

except as here expressly stated (if any): (none)

I acknowledge that this certificate is to be furnished the Bureau of Public Roads, U.S. Department of Commerce, in connection with this contract involving participation of Federal Aid highway funds, and is subject to applicable State and Federal laws, both criminal and civil.

September 8, 1970
DATE

SIGNATURE

EXHIBIT "B"

REQUIREMENT FOR CONTRACT DRAWINGS

Drawings for structures shall contain all the information necessary for the layout and construction of the structures and such additional information as may be necessary to a contractor. A general outline of what information is required and how it should be arranged is presented.

I. INFORMATION REQUIRED

A. General Information

1. Plan - A complete plan showing the dimensions of the structure, the horizontal alignment and bearings, the location of the bents, skew angles, the general length of structure and the type or types of construction.

2. Elevation - An over-all elevation showing the general appearance, grade and type of structure to be built. The type of footings and the type and size of piling, if used, should be indicated.

3. Grades - A grade line diagram showing the vertical alignment of the structure. The location of the grade line relative to the horizontal alignment control should be clearly indicated. A diagram showing the method used to calculate superelevation runoff must also be included if this situation is encountered on the structure.

4. Location - Sufficient information should be given to enable the structure to be located on the ground by prospective bidders.

5. Drainage - Location of drains and disposition of drainage water should be indicated.

6. North Arrow - A north arrow should be shown to orient the plan view of the structure. A separate north arrow should be shown to orient the vicinity map even if the directions are the same.

7. Utilities - All utilities located within the limits of the construction of the structure should be shown. Water lines, sewer lines, gas lines, power lines, telephone and telegraph lines are commonly encountered and should be indicated both in their existing and proposed locations. Railroad tracks and existing

streets, highways and private roads should be shown. In all cases where the location of utilities is critical, they should be tied down by dimensions, and in all cases where utilities are to be moved, the responsibility for this work should be indicated.

8. Existing Structures - Existing bridges or other structures which will be in place during the construction of a structure should be shown and, if necessary, tied down by dimension. Existing structures to be moved or relocated should be so noted and the responsibility for this work should be indicated. Structures which are to be removed or used in the performance of the contract should be shown or described thoroughly.

9. Clearances - Horizontal and vertical clearances to railroad tracks, streets, private roads and highways should be shown.

10. Detours - Location and type of detour structures should be shown as well as any information necessary to determine the responsibility for the construction and removal of these detours.

11. Foundation Data - The location of the test holes should be shown. A note indicating where boring samples may be examined shall be placed on the plans.

12. Footing Plan - A plan view of the footings and pile caps showing the location, skew angles, etc., sufficient to locate the centers of the footings should be shown. Piling should not be shown.

13. General Notes - General notes describing the design loadings, materials and general procedures should be included for each structure.

EXHIBIT "C"

PRELIMINARY ENGINEERING COSTS

SALARY COST is defined as the cost of salaries (including sick leave, vacation, and holiday pay applicable thereto) of engineers, draftsmen, stenographers, surveymen, etc., for time directly chargeable to the project, plus unemployment, excise and payroll taxes, and contributions for social security, employment compensation insurance, retirement benefits, and medical insurance benefits. These salary costs approximate 18.5 per cent of base salary.

EXHIBIT "C"

OREGON BRIDGE ENGINEERING COMPANY

METHOD OF ARRIVING AT CHARGEABLE RATES

	General Manager	Supv. Dsn. Engr.	Proj. Engr.	Proj. Engr.	Jr. Dsn. Engr.	Drafts-man	Drafts-man	Dra r
HOURLY SALARY: (Based on monthly salary divided by 173 working hours per month)	8.67	7.51	6.36	5.20	4.91	2.75	4.00	4.
PAYROLL TAXES - 7.6%	.66	.57	.48	.40	.37	.21	.30	
VACATIONS, HOLIDAYS SICK LEAVE - 6.0%	.52	.45	.38	.31	.29	.17	.24	
RETIREMENT PROVISION	.20	.20	.15	.15	.15	.15	.15	
HOSPITALIZATION INSURANCE	.20	.18	.18	.18	.18	.18	.11	
Actual Chargeable Rates	10.25	8.91	7.55	6.24	5.90	3.46	4.80	5.
Rates Used	10.25	8.90	7.55	6.25	5.90	3.45	4.80	5

EXHIBIT "C"

SYNOPSIS OF ENGINEERING DESIGN COSTS
BASED ON CONSULTANT'S COST ACCOUNTING PROCEDURE

		Manhours
I. Preliminary Phase		
1-1	Vicinity map	---
1-2	Preliminary Design	376
1-3	Preliminary Grading Location	---
1-4	Foundation Investigation	160
1-5	Preliminary Report and Reviews	160
		696
II. Design Phase		
2-1	General Consulting	120
2-2	Design	1896
2-3	Drafting	1440
2-4	Specifications and Contract	160
2-5	Review Shop Drawings	368
2-6	Revisions and Changes	80
2-7	Review by Agencies	80
2-8	Outside Services	80
		4224
	Total Manhours	4920

Average manhour salary cost in 1969 on similar work = $6.50/hour.
Average manhour salary cost in 1970 = 1969 x 1.07 = $6.95/hour.

EXHIBIT "C"

SUMMARY OF OVERHEAD COSTS - 1969

Expressed as a percentage of
Direct Project Salary Costs

	Item	Percentage
1.	Management and Administration	24.46
2.	Vacation, Sick Leave and Holidays	10.73
3.	Stenographic and bookkeeping	10.25
4.	Rent	6.42
5.	Automobile Expenses	2.80
6.	Travel and Public Relations	5.18
7.	Engineering Supplies and Expense	2.59
8.	Office Supplies and Expense	8.36
9.	Telephone and Telegraph	2.19
10.	Insurance - Liability, Hazard	2.72
11.	Payroll Taxes	2.05
12.	Business Tax and Licenses	0.41
13.	Technical Publications	0.08
14.	Dues (Professional and Civic)	0.67
15.	Professional Services (Accounting)	0.56
16.	Depreciation Office Furniture and Equipment	1.78
17.	Charitable Contributions	0.41
18.	Employee Education	0.72
	Total	82.38%

EXHIBIT "C"

SUMMARY - PRELIMINARY ENGINEERING COST ESTIMATE

Architectural Design	160 manhours @ $6.75	=	$ 1,080.	
Structural Design	4926 manhours @ $7.00±	=	34,440.	
			$	$35,520.
			Overhead Allowance	29,230.
Travel & Subsistence	$400.			
Communications	150.			
Reproduction & Supplies	600.			
Computer Expense	400.			
	$1550.			1,550.
			Sub-total	$66,300.
			Profit	11,700.
			TOTAL	$78,000.

SECTION III - PAYMENT TO THE ENGINEER

A. Payments for Basic Services

1. The Owner shall pay the Engineer for all consulting services at the following rates:

Consulting and Design - Salary Cost* x 2.50
Expenses and supplies - at cost x 1.0
Outside services - at cost x 1.0
Vehicle mileage - 12¢ per mile

2. For field construction engineering and supervision:

Supervision and inspection - Salary Cost x 2.25
Expenses and supplies - at cost x 1.0
All outside services - at cost x 1.0
Vehicle mileage - 12¢ per mile

*Salary cost is defined as the cost of salaries (including sick leave, vacation, and holiday pay applicable thereto) of engineers, draftsmen, stenographers, surveymen, clerks, etc., for time directly chargeable to the project, plus unemployment, excise, and payroll taxes, and contributions for social security, employment compensation insurance, retirement benefits, and medical insurance benefits.

B. General

1. No deduction shall be made from the Engineer's compensation on account of penalty, liquidated damages, or other amounts withheld from payments to contractors.

2. If the Engineer's most recent cost estimate for the project or the lowest bona fide contractor's proposal is in excess of any limit stated herein, the Owner shall give written approval of an increase in the limit, or he shall cooperate in revising the project's scope or quality, or both, to reduce the cost as required.

3. If this Agreement is terminated upon completion of any phase of the Engineer's services, the progress payments to be made in accordance with paragraph III.A.1 and III.A.2 on account of that and all prior phases shall constitute total payment for services rendered. If terminated during any phase of the work the Engineer shall be paid for services performed during such phases on the basis of the portion of such phase completed prior to termination. In the event of any termination, the Engineer shall be paid all expenses resulting therefrom plus payment for additional services then due. Any primary payment made under paragraph III.A.1. and III.A.2. shall be credited to any terminal payment due the Engineer.

4. If, prior to termination of this Agreement, any work designed or specified by the Engineer during any phase of the work is suspended in whole or in part for more than three months, or abandoned, after written notice from the Owner, the Engineer shall be paid for services performed on account of it prior to receipt of such notice from the Owner as provided in paragraph IV.B.3. for termination during any phase of the work.

EXHIBIT "E"

AGREEMENT

THIS AGREEMENT made as of the 5th day of December in the year Nineteen Hundred and Sixty-Nine by and between Lane County Board of Commissioners hereinafter called the Owner, and

OREGON BRIDGE ENGINEERING COMPANY
P. O. Box 72
Springfield, Oregon, hereinafter called the Engineer.

WITNESSETH, that whereas the Owner intends to: Cause to be designed and constructed various structures over the A-1 Channel, the SPRR Overcrossing, the Prairie Road Overcrossing, and the Highway 99 Overcrossing, all on the Beltline Road hereinafter called the project.

NOW, THEREFORE, the Owner and the Engineer for the considerations hereinafter set forth agree as follows:

To provide the preliminary and final designs and general job specifications for the project, to provide all field engineering and construction supervision for the structures, and such additional design of general project features as outlined in the accompanying letter denoting the scope of the work.

SECTION I - BASIC SERVICES OF THE ENGINEER

A. General

1. The Engineer agrees to perform professional services in connection with the Project as hereinafter stated.

2. The Engineer shall serve as the Owner's professional representative in all the phases of the Project, and shall give consultation and advice to the Owner during the performance of his services.

B. Preliminary Report Phase

During the preliminary report phase the Engineer shall:

1. Consult with the Owner to determine the requirements of the Project.

2. Provide consultation and advice as to the necessity of providing or obtaining other services such as: property, boundary, right-of-way; topographic and utility surveys; core borings, probings or subsurface explorations; hydrographic surveys; and laboratory testing and inspection of samples or materials; other special consultation; and act as the Owner's representative in connection with any such services.

3. Conduct a preliminary engineering study and report on the Project in sufficient detail to indicate clearly the problems involved and the alternate solutions available to the Owner, to include schematic layouts and sketches and a general cost estimate for the Project, and to set forth the Engineer's recommendations or, after consultation with the Owner, proceed with Preliminary Design Phase.

4. Furnish 2 copies of the above Preliminary Report.

C. Preliminary Design Phase

After written authorization to proceed with the preliminary design phase the Engineer shall:

1. Provide consultation and advice as to the

necessity of obtaining further services from others of the types described in paragraph I.B.2 above, and act as the Owner's representative in connection with any such services.

2. On the basis of the approved preliminary engineering study and report, prepare preliminary design documents.

3. Prepare a revised cost estimate for the Project based on the information given in the preliminary design documents.

4. Furnish 2 copies of the above preliminary design documents and cost estimate.

D. Final Design Phase

After written authorization to proceed with the final design phase the Engineer shall:

1. On the basis of the approved preliminary design documents prepare detailed construction drawings, proposal forms, general conditions, special provisions, and/or specifications for the Project, and furnish 2 copies to the Owner.

2. Furnish the Owner engineering data for and assist in the preparation of the required documents so that the Owner may secure approval of such governmental authorities as have jurisdiction over design criteria applicable to the Project.

3. Advise the Owner of any adjustment of the cost estimate for the Project caused by changes in scope, design requirements of construction costs and furnish a revised cost estimate for the Project based on the completed drawings and specifications.

4. Assist in the preparation of the Contract documents.

5. Furnish master copies of the contract documents consisting of construction agreement forms, general conditions, special provisions, detailed construction drawings and specifications for reproduction by the County as required.

6. Assist the Owner in obtaining and evaluating bids and awarding contracts for the construction of the Project.

E. Construction Phase (Field)

After authorization to proceed with the construction phase the Engineer shall:

1. Make visits to the site to observe the progress and quality of the executed work and to determine if the work is proceeding in accordance with the contract documents; he will not be responsible for the techniques and sequences of construction. During such visits and on the basis of his on-site observations as an experienced and qualified professional, he will keep the Owner informed of the progress of the work, will guard the Owner against defects and deficiencies in the work of contractors, and may disapprove work as failing to conform to the contract documents.

2. Check and approve samples, catalog data, schedules, shop drawings, laboratory, shop and mill tests of materials and equipment and other data which the Contractor is required to submit, for conformance with the design concept of the Project and compliance with the information given by the contract documents; and assemble written guarantees which are required by the contract documents.

3. Consult and advise with the Owner, act as the Owner's representative at the Project site, issue all instructions of the Owner to the Contractor and prepare routine change orders as required.

4. Based on his on-site observations as an experienced and qualified professional and on his review of the contractor's applications for payment, determine the amount owing to the contractor and approve in writing payment to the contractor in such amounts; such approvals of payment to constitute a representation to the Owner, based on such observations and review and the data comprising such applications, that the work has progressed to the point indicated and that, to the best of his knowledge and information, the quality of the work is in accordance with the contract documents, subject to the results of any subsequent test called for in the contract documents and any qualifications stated in his approval.

5. Conduct, in company with the Owner, periodic and final inspection of the project for conformance with the design concept of the project and compliance with the information given by the contract documents, and approve in writing final payment to the contractors.

6. In addition of such services described above by non-resident personnel of the Engineer, the Engineer shall designate a resident project representative under the construction phase. The Engineer shall direct and supervise the resident project representative in all his duties. The duties of the resident project representative shall be:

   a. To furnish all lines and grades required by the contractor, with the assistance of the contractor.

   b. To inspect all phases of the on-site construction activity to determine that the work is in substantial compliance with the specifications.

   c. To represent the Engineer, in his absence, in matters of interpretation of the plans and specifications.

   d. The resident project representative shall be available to this particular project in sufficient periods of time to comply with the duties described above, and to perform those duties to the satisfaction of the Engineer and the Owner.

7. Within 30 days of completion of project, the Engineer shall provide the Owner with one (1) set of "as constructed" drawings.

SECTION II - THE OWNER'S RESPONSIBILITIES

The Owner shall:

A. Provide full information as to his requirements for the project.

B. Assist the Engineer by placing at his disposal all available information pertinent to the site of the project including previous reports and any other data relative to design of construction of the project.

C. Guarantee access to and make all provisions for the Engineer to enter upon public and private lands as required for the Engineer to perform his work under this Agreement.

D. Examine all studies, reports, sketches, estimates, drawings, specifications, proposals and other documents presented by the Engineer and render in writing decisions pertaining thereto within a reasonable time so as not to delay the work of the Engineer.

E. Advertise for proposals from bidders, open the proposals at the appointed time and place, and pay all costs incident thereto.

F. Provide such legal, accounting and insurance counseling services as may be required for the project.

G. Designate in writing a person to act as Owner's representative with respect to the work to be performed under this Agreement; and such person shall have complete authority to transmit instructions, receive information, interpret and define Owner's policies and decisions with respect to materials, equipment elements and systems pertinent to the work covered by this Agreement.

H. Obtain approval of all governmental authorities having jurisdiction over the project and such approvals and consents from such other individuals or bodies as may be necessary for completion of the project.

I. Provide or pay the costs of obtaining, where required by the specifications and where not specifically chargeable to the construction contract, the following:

1. Borings for foundation investigation
2. Concrete masonry tests
   a. Aggregate testing
   b. Cement testing
   c. Metal reinforcement sampling and testing
   d. Concrete cylinder compression tests (jobsite cylinders will be furnished by the Engineer).

SECTION III - PERIOD OF SERVICE

A. The services called for in the preliminary report phase of this Agreement shall be completed and the report submitted within 30 days following authorization for the Engineer to proceed.

B. After acceptance by the Owner of the preliminary report and general cost estimate, indicating any specific modifications or changes in scope desired by the Owner, and upon authorization from the Owner, the Engineer shall proceed with the performance of the services called for in the preliminary design phase of this Agreement, and shall submit preliminary design documents and cost estimates within 60 days following authorization for the Engineer to proceed.

C. After acceptance by the Owner of the preliminary design documents and revised cost estimates, indicating any specific modifications or changes in scope desired by the Owner, and upon written authorization from the Owner, the Engineer will proceed with the performance of the services called for in the final design phase of this Agreement, so as to deliver completed detailed construction drawings, specifications and cost estimates for all authorized work on the project 30 days following acceptance of the preliminary design.

D. Unless sooner terminated as provided in paragraph V.A., this Agreement shall remain in force:

1. For a period which may reasonably be required for the design, award of contracts and construction of the project, including extra work and any required extension thereto; or

2. in case construction is not commenced for a period of 12 months after the completion of the services called for in that phase of the work last authorized.

SECTION IV - PAYMENT TO THE ENGINEER

A. Payments for Basic Services (Section I)

1. The Owner shall pay the Engineer for all design and field engineering on the structure as hereinafter noted:

a. Design

A Lump Sum Fee of $78,000.00.

b. Field Construction Engineering

A fee on the basis of payroll times a factor of 2.25 plus the actual cost of reimbursable expenses as defined in the Annual Contract between Oregon Bridge Engineering Company and the Lane County Board of Commissioners.

2. For all aerial photography and topography maps at cost.

3. Payments on account of said fee for basic services provided in paragraphs IV.A.1.a and 1.b shall be made as follows:

a. Progress payments shall be made monthly in proportion to services performed.

B. General

1. No deduction shall be made from the Engineer's compensation on account of penalty, liquidated damages, or other amounts withheld from payments to contractors.

2. If the Engineer's most recent cost estimate for the project or the lowest bona fide contractor's proposal is in excess of any limit stated herein, the Owner shall give written approval of an increase in the limit, or he shall cooperate in revising the project's scope or quality, or both, to reduce the cost as required.

3. If this Agreement is terminated upon completion of any phase of the Engineer's services, the progress payments to be made in accordance with paragraph IV.A.3.a on account of that and all prior phases shall constitute total payment for services rendered, if terminated during any phase of the work the Engineer shall be paid

for services performed during such phase on the basis of his reasonable estimate of the portion of such phase completed prior to termination. In the event of any termination, the Engineer shall be paid all terminal expenses resulting therefrom plus payment for additional services then due. Any primary payment made under paragraph IV.A.3.a shall be credited to any terminal payment due the Engineer.

4. If, prior to termination of this Agreement, any work designed or specified by the Engineer during any phase of the work is suspended in whole or in part for more than three months, or abandoned, after written notice from the Owner, the Engineer shall be paid for services performed on account of it prior to receipt of such notice from the Owner as provided in paragraph IV.B.3. for termination during any phase of the work.

SECTION V - GENERAL CONSIDERATIONS

Termination

A. This Agreement may be terminated by either party by seven (7) days written notice in the event of substantial failure to perform in accordance with the terms hereof by the one party through no fault of the other party. If this Agreement is so terminated, the Engineer shall be paid as provided in paragraph IV.B.3.

Ownership of Documents

B. All documents, including original drawings, estimates, specifications, field notes and data are and remain the property of the Engineer as instruments of service. The Owner may at his expense retain reproducible copies of drawings and copies of other documents, in consideration of which it is mutually agreed that the Owner will use them solely in connection with the project and not for the purpose of making subsequent extensions or enlargements thereto, save with the express consent of the Engineer. Reuse for extensions of the project, or for new projects, shall require permission of the Engineer and shall entitle him to further compensation at a rate to be agreed upon by Owner and Engineer.

Estimates

C. Since the Engineer has no control over the cost of labor and materials, or over competitive bidding and market conditions, the estimates of construction cost provided for herein are to be made on the basis of his experience and qualifications, but the Engineer does not guarantee the accuracy of such estimates as compared to the contractors' bids or the project construction cost.

Arbitration

D. Arbitration of all questions in dispute under this Agreement shall be at the choice of either party and shall be in accordance with the rules of the American Arbitration Association. This Agreement shall be specifically enforceable under the prevailing arbitration law and judgment upon the award rendered may be entered in the court of the forum, state or federal, having jurisdiction. The decision of the arbitration shall be a condition precedent to the right of any legal action.

Insurance

E. The Engineer shall secure and maintain such insurance as will protect him from claims under the Workmen's Compensation Acts and from claims for bodily injury, death, or property damage which may arise from the performance of his services under this Agreement.

Successors and Assigns

F. The Owner and the Engineer each binds himself and his partners, successors, executors, administrators and assigns to the other party of this Agreement and to the partners, successors, executors, administrators and assigns of such other party in respect to all covenants of this Agreement. Except as above, neither the Owner nor the Engineer shall assign, sublet or transfer his interest in this Agreement without the written consent of the other. Nothing herein shall be construed as creating any personal liability on the part of any officer or agent of any public body which may be a party hereto.

SECTION VI - SPECIAL PROVISIONS

The Owner and the Engineer mutually agree that this Agreement shall be subject to the following Special Provisions which together with the provisions hereof and the exhibits hereto represent the entire Agreement between the Owner and Engineer:

a. Letter of December 5, 1969, outlining the Scope of Work.

IN WITNESS WHEREOF the parties hereto have made and executed this Agreement the day and year first above written.

OWNER:

Jack F. Ellicott

Roy E. Arnold

Jean Price

APPROVED AS TO FORM
DATE 12/10/71
OFFICE OF COUNTY COUNSEL

OREGON BRIDGE ENGINEERING COMPANY:

W. Schuetzer

Gen Manager

OREGON BRIDGE ENGINEERING CO.
CONSULTING ENGINEERS
DESIGN & CONSTRUCTION ENGINEERING
P. O. BOX 73, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

December 5, 1969

Mr. G. K. Attig, Director
Lane County Department of Public Works
Post Office Box 3156
Eugene, Oregon 97401

Synopsis of Engineering Services for
Beltline Project

Dear Sir:

The scope of the work as now defined will be the design of the section of the Beltline expressway extending from the four lane section beginning west of River Road intersection to a point approximately 2500 feet westerly of Highway 99.

Our services will include design of the following structures: Widening of the existing A-1 Channel; widening of the existing SPRR Overcrossing; the proposed Prairie Road Overcrossing; the proposed Highway 99 Overcrossing; various retaining walls as required; sign bridges as required; inclusion of the County's design for roadway sections, detours, and traffic signals, and other miscellaneous design features.

I. PRELIMINARY REPORT PHASE

A. Selection of the bridge location from preliminary ground control established by Lane County.

B. Selection of bridge types and span arrangements.

C. Test borings for foundation investigation.

1. Layout of boring sites
2. Selection of driller (with County approval)
3. Supervision of test borings

D. Preparation of preliminary report, including estimate of structure costs by Oregon Bridge Engineering Company combined with estimated grading costs by Lane County.

II. DESIGN PHASE

A. Preliminary Design

1. Prepare preliminary design plans for all structures, retaining walls, and sign support systems.

2. Rough draft of specifications.

3. Revise project cost estimate.

B. Review of Project

1. Review of plans and specifications with Lane County, Oregon State Highway Department, and affected parties.

C. Final Design

1. Prepare entire project plans incorporating Lane County's design for roadway, signals, lighting, and miscellaneous items.

2. Prepare final specifications and contract documents.

3. Prepare final project cost estimates.

All above design work will be under the lump sum payment provision.

III. FIELD ENGINEERING AND CONSTRUCTION SUPERVISION PHASE

A. Structures

1. Furnish all lines and grades.

2. Check and approve shop drawings and rebar detail.

3. Provide construction supervision

a. Provide resident engineer and assistants
b. Supervise and inspect construction of precast elements as required
c. Furnish weekly construction reports
d. Prepare monthly estimates
e. Prepare change orders and price agreements as necessary.

B. Conduct final inspection with Lane County.

C. Prepare final reports and "as constructed" drawings.

It is anticipated the following services will be performed by the County:

1. PUC requirements for temporary crossing of the OERR tracks.

2. Establishment of preliminary centerline and grades for the project.

3. All field engineering, inspection, and quality controls on the grading portion of the work including earthwork, rocking, paving, right-of-way boundaries, signals, lighting, and miscellaneous construction work not related to the structures.

All above work under Phase III will be under the Annual Contract payment provision.

Very truly yours,

OREGON BRIDGE ENGINEERING COMPANY

W. A. Palmateer
General Manager

WAP:cdh

EXHIBIT "F"

OREGON BRIDGE ENGINEERING CO.

CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

August 5, 1970

Mr. Walter Hart, Bridge Administrative
Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97303

Re: Boltline

Dear Sir:

This is a preliminary listing only of inspecting and/or testing functions on this project. Undoubtedly there will be revisions, but this should give us a starting point.

Let me know if you have any suggested additions or revisions.

Very truly yours,

OREGON BRIDGE ENGINEERING CO.

W. A. Palmateer
General Manager

WAP:cdh

Enclosure

cc: Bob Prange

BELTLINE STRUCTURES

Testing and Inspection Services

By OBEC:

- Aggregate sampling
- Concrete test cylinders
- Post tensioned beams
- Prestressed beams (possible)
- Field painting structural steel

By Lane County:

- Aggregate testing as required
- Cylinder compression testing

By OSHD:

- Rebar sampling
- Cement
- Post tensioning strand
- Neoprene pads
- All miscellaneous metal as required
- 2 tube railing fabrication
- Structural steel fabrication
- Expansion joint material
- Prestressed beams (possible)
- 4"/6' steel pipe

Certification

- Conduit
- Epoxy
- Piling (steel H)
- Slope paving blocks
- Prestressed strand

RECEIVED
AUG 27 1970
FOR FILING

SUC-441(9)
7480

August 24, 1970

Board of County Commissioners
Lane County
Courthouse
Eugene, Oregon 97401

MISC. CONTRACTS and
AGREEMENTS No. 4028

Attn: Donald M. Penfold
Director of Records & Election

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering structures on the Pacific Highway-N. W. Expressway Section of Belt Line Road (FAS 960).

We are retaining a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

sss
Att.

bcc H. S. Cox
(conf. agreement att.)

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

8-12-70

Attention: County and City Department

SUBJECT: Federal Aid Project No. _____

Highway No. FAS 860

Project Name Pacific Highway W-N.W. Expressway Sect., Belt Line Road

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

☑ There has been no displacement of persons from residences, farms, or businesses; or

☑ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

☐ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Eugene, Oregon,

this 12th day of August, 1970.

LANE County

Ben E. Arnold
Chairman

Jess Hill
Commissioner

Frank Wyatt
Commissioner

APPROVED AS TO FORM
DATE 8-12-70
Roy B. Ald...
OFFICE OF COUNTY COUNSEL

Copy to: John Cuks
C.F. Kessey
C.G. Swanson
R.N Chase

(5/12/70)

TRANSACTION NUMBERS 8-23 THRU 8-26

RM PR-48
EV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 8-11-70

BY (Signature): MR. YOUNG'S JULY 28, 1970 LETTER

TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ____ THRU ____		STAGE 2 ITEM NOS. 1037 THRU 1040		FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)	
ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST		LOCATION	WORK
037	SU-45(6)	0.79	381,000	240,000	TRAIL AVE.-CHEMAWA RD.	GRADE, DRAIN, HIGH TYPE PAVEMENT 4-12' LANES.
038	SU-441(9)	0.37	1,793,000	612,000	PACIFIC HIGHWAY WEST TO N. W. EXPRESSWAY SECTION	CONSTRUCT 2 STRUCTURES WIDEN 1 STRUCTURE
039	SU-476(4)	0.61	460,000	292,000	ESPLANDE ST. TO FORT KLAMATH ROAD SECTION	GRADE, DRAIN, HIGH TYPE PAVEMENT 4-12' LANES.
040	S-573(1)	1.22	410,000	260,000	AIRSTRIP ROAD-PUDDING RIVER BRIDGE SECTION	GRADE, DRAIN, HIGH TYPE PAVEMENT 2-12' LANES.

8-11-70

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECTS IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THESE PROJECTS ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

NOTED
F. B. KLABOE

8-13-70

RECEIVED
AUG 13 1970
OFFICE OF
STATE PROGRAM ENGINEER

DEPARTMENT OF TRANSPORTATION
DATE AUG 13 1970
F.H.W.A.
SU-441(9)
S-573(1)

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		8-11-70	R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

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FOR FILING

S.U.-441(9)
7380

August 7, 1970

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for your August 18 meeting an agreement with the Southern Pacific Transportation Company providing for the widening of the existing Belt Line Road Overcrossing of the Southern Pacific Transportation Company's Eugene yard.

This agreement is the standard form of construction agreement prepared by the Southern Pacific Transportation Company which requires the State to provide the usual insurances and reimburse the Railroad for any expense it incurs as a result of this project (estimated to be $42,790).

An aerial easement for this wider structure will be granted to Lane County by the Railroad. Inasmuch as the State is the contracting agency for this work, the construction agreement must be between the Railroad and the State.

Your approval is recommended.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query - Please have Commission initial paragraph 6 on page 3, which has been deleted.
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan (Attn: T. W. Litchfield)
V. E. Skoog
L. H. Young
H. S. Cox C. T. Keasey

TWL:ss sr

FAS 860
Lane

OREGON BRIDGE ENGINEERING CO.

CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

August 5, 1970

Mr. Walter Hart, Bridge Administrative
Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97303

Re: Beltline
FAS 860

Dear Sir:

This is a preliminary listing only of inspecting and/or testing functions on this project. Undoubtedly there will be revisions, but this should give us a starting point.

Let me know if you have any suggested additions or revisions.

Very truly yours,

OREGON BRIDGE ENGINEERING CO.

W. A. Palmateer
General Manager

WAP:cdh

Enclosure

cc: Bob Prange

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COUNTY & CITY SECTION
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BELTLINE STRUCTURES

Testing and Inspection Services

By OBEC:

- Aggregate sampling
- Concrete test cylinders
- Post tensioned beams
- Prestressed beams (possible)
- Field painting structural steel

By Lane County:

- Aggregate testing as required
- Cylinder compression testing

By OSHD:

- Rebar sampling
- Cement
- Post tensioning strand
- Neoprene pads
- All miscellaneous metal as required
- 2 tube railing fabrication
- Structural steel fabrication
- Expansion joint material
- Prestressed beams (possible)
- 4"/6' steel pipe

Certification

- Conduit
- Epoxy
- Piling (steel H)
- Slope paving blocks
- Prestressed strand

FAS

Mr. Robert E. Simpson, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97308

August 5, 1970

Attention: Mr. C. R. Burghardt

Re: Pacific Hwy. West-N.W. Expressway Section
Belt Line Road
FAS 860, Lane County
Project No. SU-441(9)

Dear Mr. Simpson:

This letter is to correct the dimension programming of the lanes on subject structure over the Pacific Highway West and O.E.R.R. on subject project.

The dimensions as submitted on the program were four 12-foot travel lanes, 16-foot median, two 12-foot acceleration lanes and 3-foot shy distance. These should be changed to four 12-foot travel lanes, 16-foot median, one 12-foot shoulder on the north side, and one 12-foot acceleration lane and one 6-foot shoulder on the south side.

Very truly yours,

R. L. Porter
State Highway Engineer

By:
H. S. Cox
County and City Engineer

HR:ljt

cc: R. H. Chase

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Pac. Hwy W. - N.W. Expressway Sec.
Beltline Road.
FAS 860
Lane County

CC-Nixon et.
Greer

8-4-70

AGREEMENT

THIS AGREEMENT made and entered into this _____ day of _____, 1970, by and between Lane County, a municipal corporation of the State of Oregon, (hereinafter called the "County"), and the OREGON ELECTRIC RAILWAY COMPANY, a corporation created and existing under the laws of the State of Oregon (hereinafter called the "Railway").

WITNESSETH:

WHEREAS, the County proposes to relocate the existing temporary Beltline Road crossing covered by P.U.C. Order No. 40513 dated November 27, 1964, and Supplemental Order No. 41012 dated March 1, 1965, covering a crossing at grade with the tracks and right of way of the Railway near Eugene, Oregon, in Lane County in Section 15, Township 17 South, Range 4 West, Willamette Meridian at Engineer's Station 6189+55.34, Crossing No. 3E-137.7.

WHEREAS, on December 22, 1969, Commissioner, by Order No. 46497, in Docket SXF 281, authorized the County to continue to maintain previously authorized rail crossing at grade, designated as Crossing No. 3E-137.7, for a period expiring June 15, 1970.

WHEREAS, on May 18, 1970, Commissioner, by Order No. 70-374 authorized the County to relocate the Beltline Road to a second temporary or detour location, crossing the track and right of way of the Railway at Engineer's Station 6192+80, for the period of construction of the Beltline Road overpass structures, said period to terminate on November 1, 1971, unless the Commissioner shall, for good cause otherwise direct.

WHEREAS, the County proposes to construct Beltline Road overhead crossing over the Railway's tracks near Eugene in Lane County in Section 15, Township 17 South, Range 4 West, Willamette Meridian, at the intersection of the Railway's main tracks at Engineer's Station 6190+76.50.

WHEREAS, the parties desire the performance of such work to be performed in accordance with plans, specifications and special provisions

8-4-70 Greer

A G R E E M E N T

THIS AGREEMENT made and entered into this _____ day of _____, 1970, by and between Lane County, a municipal corporation of the State of Oregon, (hereinafter called the "County"), and the OREGON ELECTRIC RAILWAY COMPANY, a corporation created and existing under the laws of the State of Oregon (hereinafter called the "Railway").

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WHEREAS, on May 18, 1970, Commissioner, by Order No. 70-374 authorized the County to relocate the Beltline Road to a second temporary or detour location, crossing the track and right of way of the Railway at Engineer's Station 6192+80, for the period of construction of the Beltline Road overpass structures, said period to terminate on November 1, 1971, unless the Commissioner shall, for good cause otherwise direct.

WHEREAS, the County proposes to construct Beltline Road overhead crossing over the Railway's tracks near Eugene in Lane County in Section 15, Township 17 South, Range 4 West, Willamette Meridian, at the intersection of the Railway's main tracks at Engineer's Station 6190+76.50.

WHEREAS, the parties desire the performance of such work to be performed in accordance with plans, specifications and special provisions

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prepared by the County and approved by the Railway, which by this reference are made a part hereof; and

WHEREAS, the reconstruction of Beltline Road detour and the construction of Beltline overhead crossing will encroach upon the Railway's right of way; and

WHEREAS, in connection with such construction project it will be necessary for the County and the Railway to provide for protection of the Railway's trains and facilities; and

WHEREAS, the parties desire to state the terms upon which the cost of such construction work and related costs and expenses shall be divided between them; and

WHEREAS, the County is willing to undertake the construction of this project with County funds and with such other funds as are made available for this purpose, and the Railway is willing to consent to the construction of the County's project upon the terms and conditions herein stated, and not otherwise.

NOW, THEREFORE, in consideration of the mutual covenants herein contained, the parties hereto agree as follows:

I.

The Railway by this agreement grants the County a temporary permit on and across the Railway's right of way for the sole purpose of carrying on the proposed County construction. Said permit will commence with the award of a contract by the County for construction. Unless sooner terminated as herein provided, said permit will expire upon the completion of the work covered by the contract awarded by the County for construction, but in no event longer than fifteen (15) months from the date of the award of a contract by the County for construction. It is understood and agreed that such permit shall be a mere license and shall not grant to either the County or its contractors or any other person, firm or entity any interest in or to the property covered by such permit. Such permit will automatically be cancelled as to any portion of the Railway right of way upon which a permanent easement may be granted to the County by the Railway for highway purposes.

The temporary permit for reconstruction of Beltline Road detour shall include the full width of the Railway's right of way, as outlined in blue on Exhibit "A" hereto attached.

II.

The County shall be granted by the Railway an easement upon those lands owned by the Railway which are to become part of the new Beltline overhead crossing over the Railway's right of way. Such easements shall be granted upon such terms and conditions as the Railway and the County may agree. The properties covered by easements shall be more fully described in an appropriate instrument to be executed by the Railway.

III.

The County and the Railway will perform the various items of work as follows:

A. WORK TO BE PERFORMED BY THE COUNTY OR ITS CONTRACTOR AT THE COUNTY'S EXPENSE:

1. Furnish all material, labor, equipment, supplies, and supervision for the construction of, and construct the roadway and its appurtenances, complete in all details, except for such work as will be performed by the Railway.

2. Furnish, place, and remove signs, barricades, and other protective devices as necessary or as directed by the Railway to adequately protect the Railway's operations and personnel.

3. Construct such additions to or relocate culverts and drainage ways which may be necessary so as to substantially restore existing drainage conditions.

4. Install all paving at the relocated Beltline Road detour crossing.

5. Install any advance warning signs ordered by the Public Utility Commissioner or called for in the plans and specifications for said project.

6. Construct the street to within two feet of the outer rails.

7. Pay for the construction of the crossing.

8. The County and the Railway, at the cost of the County, shall cause to be removed and reinstalled at the temporary crossing Commissioner's Standard No. 2 flashing signal and gong and Commissioner's Standard No. 2-B cantilever signal.

9. The signalization shall be installed with existing traffic control equipment, complete with railroad pre-empt, or with signal control equipment having equal safe features, provided such controls are agreed upon by the County and the Railway and installed at expense of the County.

10. The Railway shall, during the period of construction of signals, upon the reimbursement of the County, provide flagmen and/or other manual traffic control as will safeguard the public traveling over the tracks during periods when the signals specified above are not in operation.

11. The detour highway (Beltline Road detour) on which the crossing is authorized shall be on asphaltic concrete surfaced road of not less than 36 feet in width at the crossing, to be paid for by the County.

12. Authority to maintain the temporary grade crossing shall expire and terminate on November 1, 1971, unless Commissioner shall, for good cause, otherwise direct. Crossing shall be removed at the County's expense.

13. The crossing shall not be opened to vehicular traffic until such times as the automatic gates and flashing lights are in operation.

B. WORK TO BE PERFORMED BY THE RAILWAY AT THE COUNTY'S EXPENSE:

1. Furnish and replace all materials that may be necessary to restore or repair any track, roadway or other Railway property or facility that may be affected by the County's construction. See Exhibit "C"--Track and Crossing Estimate.

2. Furnish and install such additional treated ties, ballast, welded rail and guard rails as may be necessary to provide a 36-foot wide paved road crossing.

3. Construct the crossing area between lines drawn two feet outside of outer rails.

4. Relocate existing crossing and signals to detour location, and remove detour location crossing and signals on completion of overhead crossing.

5. Provide all flagging and inspection services deemed necessary by the Railway for the protection of its trains, equipment, property, employees, or passengers during construction work.

C. MAINTENANCE TO BE PERFORMED BY THE COUNTY AT ITS OWN COST AND EXPENSE:

1. All paving at the widened Beltline Road detour crossing as indicated on said Exhibit "A".

2. All advance warning signs installed as a part of said project.

IV.

The reconstruction of Beltline Road detour and the construction of Beltline overhead crossing and related construction shall be in strict accordance with plans and specifications prepared by the County and approved in writing by the Railway.

By mutual agreement in writing between the County Engineer and the Regional Manager Engineering of the Railway, changes, alterations or supplements may be made in the approved plans and specifications. All such changes, alterations or supplements that may be made in the approved plans and specifications will be prepared by the County, and when agreed upon shall become a part of this agreement by reference.

V.

Railway shall not be obliged to incur any expense whatever in connection with the work to be done by the County on said road and overhead, whether by a contractor or otherwise, during construction.

VI.

In the event that engineers, roadmasters, inspectors, flagmen, or other protective parties or devices may reasonably be deemed necessary by the Railway to protect Railway traffic or facilities during the progress of the construction work upon Railway property, the entire cost thereof shall be paid by the County to the Railway.

VII.

The County during construction shall not be permitted to come upon Railway right of way with men, equipment or materials beyond those limits for which a permit is granted or in paragraph II of this agreement unless written permission is first obtained from the Regional Manager Engineering of the Railway or his authorized representative.

VIII.

All work of constructing said crossing, whether by a contractor or otherwise, shall be carried on in a manner satisfactory to the Regional Manager Engineering of the Railway or his duly authorized

representative, and in such manner as not to interfere with the use by the Railway of its tracks, right of way, or other property, and in conformity with all laws and regulations properly applicable thereto.

IX.

The County and its contractors shall comply with the rules and regulations governing, or promulgated by the Railway and the instructions of its representative, in relation to the proper manner of protecting the railroad tracks, and facilities and the traffic moving on such tracks, as well as the wires, signals and other property of the Railway, its tenants or licensees in the vicinity of the work during the period of construction. The County and its contractor shall perform the work, subject to the supervision and control of the Railway's Regional Manager Engineering, or his duly authorized representative, and in such manner and at such times as not to endanger or interfere with the safe operation of the tracks and property of the Railway and the traffic moving on such tracks, as well as wires, signals, and other property of the Railway, its tenants or licensees at or in the vicinity of the work.

X.

The County or its contractor, during construction, and the County in the maintenance of the crossing after construction, shall not interrupt or disturb the drainage upon the Railway's property without the prior written approval of the Regional Manager Engineering of the Railway. The County at its own cost and expense, shall make all changes necessary to restore the drainage on the Railway's property in substantially the same condition as before the commencement of work.

XI.

In the event the work of the County or its contractor on or adjacent to the property of the Railway shall require the temporary or permanent relocation or reconstruction of the Railway's wires, signals or other properties or those of its tenants or licensees during the construction, such alterations, changes or reconstruction shall be made

by the Railway forces or forces of its tenants or licensees, and the County shall reimburse the Railway or its tenants or licensees for their entire expense, including overhead, for such alterations, changes, or reconstruction (see Exhibit "C" attached).

XII.

The County or its contractor, at the County's expense, shall immediately remove debris and other material which may come upon the premises of the Railway by reason of the City or its contractor's construction work on or near the Railway's right of way; provided, however, that if Railway deems it advisable to perform such work with its own forces, it may do so, and the County shall reimburse the Railway for its entire expense for such removal.

XIII.

In the event the work of the County or its contractor, during construction of the road, shall cause damage, dislocation or settlement to any railroad property or facility, including but not limited to the Railway's roadbed, track structures, wires, and signals, the County or its contractor shall repair such damage if ordered by the Railway to do so, and otherwise shall reimburse the Railway for all costs of labor, equipment, and materials required to repair such damage.

XIV.

In the event the work of the County or its contractor, during the construction of the road, interferes with the use of the Railway's track and/or appurtenances, the Railway may detour its traffic whenever in its judgment it is advisable to do so, and the County shall, upon rendition of bills therefor, reimburse the Railway for all costs and expenses incidental to such detouring of traffic, and also for all time lost and all expenses incurred incidental to delay of the Railway's trains or the making of the Railway's track safe for movements of trains thereon.

XV.

The Railway will submit to the County monthly, during progress of the work contemplated in this contract, bills covering the entire cost of work performed by the Railway, and the County will pay such bills in accordance with the terms of this agreement. The Railway shall render its final bill within ninety (90) days after the date that it has been notified in writing by the County that the work involving the Railway's right of way is completed. The County shall make final payment to the Railway ninety (90) days after final billing has been made.

XVI.

All contracts between the County and its contractors shall require the contractors to protect the Railway and any other railroad company occupying or using the Railway's right of way or line of railroad against all loss and damage arising from activities of the contractors, their agents or employees, or any of their subcontractors, agents or employees; and shall further provide that the contractors shall furnish to the Railway a Railroad Protective Liability Policy in the form approved by the American Association of Highway Officials and the Association of American Railroads. The limits of said policy shall be not less than FIVE HUNDRED THOUSAND DOLLARS ($500,000.00) for all damages arising out of bodily injury to or death of one person and subject to that limit for each person a total of not less than ONE MILLION DOLLARS ($1,000,000.00) for all damages arising out of bodily injuries to or death of two or more persons in any one accident; and not less than FIVE HUNDRED THOUSAND DOLLARS ($500,000.00) for all damages arising out of injury to or destruction of property in any one accident, and subject to that limit for any one accident a total limit of not less than ONE MILLION DOLLARS ($1,000,000.00) for all damages arising out of injuries to or destruction of property during the policy period. Said insurance policies, executed by a corporation qualified to write the same in the State of Oregon, shall be delivered to and approved in writing by the Regional Manager Engineering of the Railway prior to the entry upon or use of the Railway's property by the contractor.

XVII.

Upon completion of work all equipment and outfit and surplus and refuse material will be promptly removed from the Railway's property, and said property will be left in an orderly condition to the complete satisfaction of the Regional Manager Engineering of the Railway.

XVIII.

Notwithstanding anything herein contained, it is an express condition of this agreement that no act of the Railway in supervising or approving any work under this agreement shall reduce or in any way affect the liability of the County for damage which may result from the construction of the County crossing upon or adjacent to the property of the Railway.

IN WITNESS WHEREOF, the parties hereto have duly executed this agreement in duplicate as of the day and year first herein written.

LANE COUNTY AND ITS BOARD OF COMMISSIONERS

By Ben E. Ondell
Chairman

By Jesse McCoy
Commissioner

By Frank Pettitt
Commissioner

OREGON ELECTRIC RAILWAY COMPANY

By _____
Vice President and General Manager

Attest: _____
Secretary

Exhibit A

Revise Comm. Lines as Required

TO EUGENE

O.E. RY.

℄ HWY. 99 N.

DETOUR EASEMENT

& Beltline Rd. Detour Location

STRUCTURE EASEMENT

Battery Box

Construct Grade Crossing
Relay 75# Rail with S.H. 90# & 112# Rail.
Place 112# Inner Guard Rail.
Install Flashing Light Crossing Signals.

E.S. 6192+20

E.S. 6190+76.50 = L^S 305+94.86

℄ PROPOSED O.H. CROSSING

6190+38 - Permit to City of Eugene Wastewater Trans. main 4-9-69

Relay Case

BELTLINE Rd. EXISTING LOCATION

& Beltline Road

Existing Crossing & Signals

Battery Box

EXISTING EASEMENT

542.81

606.63

Sp. 4-4-67

Battery Box

6185+89.0

OREGON ELECTRIC R

EUGENE

Office of Chief Engineer

Date 5-22-70 Scale 1"=100'

M.P. 137-68

Comm. Lines as Required

O.E. RY.

W. 99 N.

DETOUR EASEMENT

& Beltline Rd. Detour Location

STRUCTURE EASEMENT

Battery Box

Relay Case

& Beltline Rd. EXISTING LOCATION

EXISTING EASEMENT

542.8L

636.63

Battery Box

Construct Grade Crossing
Relay 75# Rail with s.h. 90#
& 112# Rail.
Place 112# Inner Guard Rail.
Install Flashing Light
Crossing Signals.

E.S. 6192+20

E.S. 6190+76.50 =
L^S 305+94.86

PROPOSED
℄ O.H. CROSSING

Existing Crossing & Signals

Battery Box

6185+89.0

6185+42.6

TO PORT

OREGON ELECTRIC R

EUGENE

Office of Chief Engineer

Date 5-22-70 Scale 1"=100'

M.P. 137-68

Exhibit A

EXHIBIT "B"

FLAGGING CONDITIONS

Flagging and other protective services and devices will be provided by the Railway to protect its facilities, property, and movement of its trains and/or engines.

In general, the Railway will furnish such flagging or other protective services and devices:

(a) For any excavation below elevation of track subgrade, if, in the opinion of the Railway's representative, track or other railroad facilities may be subject to settlement or movement.

(b) During any clearing, grubbing, grading, or blasting in proximity to the railroad, which, in the opinion of the Railway's representative, may endanger or interfere with the Railway's facilities or operations.

(c) When any of the Contractor's operations are carried on or within the Railway's right of way and in the opinion of the Railway's representative could endanger the Railway's facilities or create a hazard to the Railway's operations.

Cost of Flagging and Other Protective Services and Devices

Information as to the Railway employee which may be required to provide protection to Railway facilities is as follows:

(a) Number	(b) Classification	(c) Base Pay	(d) Headquarters
1	Section Foreman	$584.16 per mo.	Eugene, Oregon
2	Laborers	$ 2.98 per hr.	Eugene, Oregon
1	Engineer Inspector	$770.00 per mo.	Portland, Oregon

NOTES:

(a) A full flagging crew generally consists of three men. Under certain conditions, more than three men may be required, or a lesser number may be sufficient; however, additional personnel, such as communications linemen and/or signalmen, may be used to protect communications and signal facilities, if deemed necessary by the Railway.

(b) The classification is shown solely for the prospective bidder's information, and there is no guarantee that the above classes of labor will actually be used or that the rates of pay shown in column (c) will be those in effect at the time the work is undertaken.

(c) Shows base pay for normal eight-hour shift in effect January 1, 1969. Normal overtime is one and one-half times base rate.

(d) Estimated costs for travel per employee from headquarters to job site and return is $ --- per round trip. The estimated daily cost for meals and other accomodations is $ --- per employee.

(e) In addition, protective devices, such as crossing signals, indicators, telltales, light, telephones, etc., may be required.

To all direct labor costs there shall be additional charges for vacation allowance, health and welfare, railroad retirement and unemployment taxes, public liability, property damage and workmen's compensation insurance, and accounting and billing. For estimating purposes only, these additives collectively may be considered as approximating 39 per cent of direct labor costs.

The determination of the cost of flagging and protective services and devices to be used as a basis for submitting of bids shall be the responsibility of the prospective bidders.

OREGON ELECTRIC RAILWAY COMPANY

PORTLAND DIVISION — 8TH SUBDIVISION

EUGENE

LANE COUNTY, OREGON — VALUATION SECTION, SALEM-EUGENE

EXHIBIT "C"

Estimated cost to reconstruct Beltline Road detour and construct Beltline overhead crossing as per plans, see Exhibit "A".

PROPOSED WORK

PART I - WORK BY THE COUNTY OR ITS CONTRACTOR AT THE COUNTY'S EXPENSE (NOT ESTIMATED)

1. Except as otherwise herein provided, furnish all plans, engineering, supervision, labor, materials, supplies, and equipment necessary for construction of the project, complete in all details.

2. Grade and surface the roadway approaches.

3. Provide all drainage structures under the roadway, if required.

4. Perform all work, not specifically mentioned as work to be performed by the Railway Company, necessary to complete the project in accordance with the plans and specifications.

PART II - WORK BY THE RAILWAY AT THE EXPENSE OF THE COUNTY

1. Track and crossing work.

2. Communication work.

3. Temporary telltales - furnish material, place and subsequently remove telltales, if required, account overhead clearance less than 22 feet during construction of bridge.

4. Signal work.

5. Engineering - perform preliminary engineering and inspection in the field and office during construction.

6. Flagging - perform flagging and furnish protective services and devices during construction, as deemed necessary by the Railway Company.

PART II (continued)

ESTIMATED COST

	Labor	Non-Labor
1. Track and crossing work.		
Remove and replace cross ties	$ 106	$ 161
Remove and replace ballast	117	90
Relay rail through crossing	290	366
Place 80 ft. inner guard rail	225	468
Remove existing crossing	25	
Handling expense		108
Rental of equipment		73
Salvage credit		(239)
Sub-Totals without surcharges	$ 763	$ 1,027
2. Communication work.		
Permanent work	$ 187	$ 61
Temporary work	260	330
Personal expenses		145
Salvage credit		(135)
Sub-Totals without surcharges	$ 447	$ 401
3. Temporary telltales.		
Construct and remove telltales	$1,200	$ 600
Freight		60
Salvage credit		(540)
Engineering	120	
Sub-Totals without surcharges	$1,320	120
4. Signal work.		
Temporary work	$5,400	$ 1,668
Equipment rental		1,400
Sub-Totals without surcharges	$5,400	$ 3,068
5. Engineering.		
Preliminary and during construction, including field and office work without labor surcharges	500	
6. Flagging.		
Not estimated - To be billed per Exhibit "B"	—	—

Order No. 70-551

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-540

In the Matter of the Application of)
LANE COUNTY for authority to cross)
over the tracks of Southern Pacific) ORDER
Transportation Company at or near)
Eugene in Section 15, Township 17)
South, Range 4 West, W. M.)

On June 15, 1970, Lane County duly filed an application with the commissioner seeking authority to construct an overcrossing structure over the tracks and right-of-way of the Southern Pacific Transportation Company near Eugene, Lane County, Oregon.

The application actually requests authority to alter existing Crossing No. C-651.85A by the addition of a second overcrossing structure. The existing structure will be retained.

Copies of the application were served upon the Southern Pacific Transportation Company and the Oregon State Highway Division.

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based upon the application, the files and field investigation of the commissioner, it is found that the application should be granted upon the following terms and conditions. It is therefore

ORDERED that:

(1) Authority to alter existing Crossing No. C-651.85A by the construction of a second overcrossing structure as requested herein is hereby granted.

(2) Applicant shall construct and maintain the overcrossing structure and all highway appurtenances thereto and bear all costs thereof.

(3) Southern Pacific Transportation Company shall maintain the railroad track and appurtenances at its own expense. It shall, subject to reimbursement by the applicant, furnish such preliminary engineering, engineering inspection, watchmen and flagmen services as may be necessary to protect railroad operations during construction of the project and, if necessary, remove and protect signal and communication lines during the same period and replace in final location upon completion of the project.

(4) Applicant shall notify the commissioner upon completion of the overcrossing structure authorized herein.

No impairment of track clearances is contemplated by the applicant, either during or after construction of the structure; and therefore, no authority to maintain impaired clearances will be granted.

Made, entered and effective JULY 31 1970.

PUBLIC UTILITY COMMISSIONER OF OREGON

Sam R. Haley
Public Utility Commissioner

RECEIVED
JUL 30 1970

SU-441(7)
7480

July 28, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

We are submitting program data for four Secondary projects, Items 1037 through 1040, which we desire to have included in the Federal Aid Secondary Highway Program.

These projects have been selected by the State Highway Commission and local authorities in cooperation with each other as required by the Federal Aid Act.

We are enclosing copies of the State Clearinghouse's approval for all the projects, Items 1037 through 1040, and copies of the District Clearinghouse's approval for Items 1038 and 1040. The clearinghouse for District No. 11 is not functioning at the present time; therefore, no district review will be made for Item 1039.

The "Notice of Intent" for Project SU-45(6), Item 1037, has lain before District No. 3 Clearinghouse (Mid-Willamette Council of Governments) more than 60 days without action; therefore, it is assumed no review or adverse comment will be made on this project. However, included is a copy of their 204 Review approval.

It is our intention to receive bids for these projects on September 3, 1970.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Encl.

JC:ia

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B. O.

FORM PR-1 (REV. 6-61)

7-28-70

FEDERAL - AID (PPM

CARD 2	REPORT NUMBER (19)(20) 1	PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd. US 99W, E. 0.37 mi. 45							ADT	PRESENT 7,100	FUTURE 17,600 (66)	(70)	YE (71)		
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 3 bridges 62					MATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	OA CLASSIF. (70)	OA AREA (71)	EMERG. YR. (72)	(73)	PL. AU (74)		
CARD 4	CLASS OF FEDERAL FUNDS Secondary										COUNTY NAME La				
	NAME OF URBAN AREA 17-31 Eugene										ROUTE NO. S	FEDERAL- 860			

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT TOTAL ESTIMATED COST	ESTIMATED PROJECT FEDERAL FUNDS
	(1-4)(5)	(16)	21	42	43 46	53		(54)(58)	(59) (66)	(67)
5					PE		Co. Rd. US 99W, E. 0.37 Mile (Pacific Hwy. West- N.W. Expressway Sec.)			
5					ROW					
5					CONST (CODE)			0.37	1,793,000	612,000
								0.37	1,793,000	612,000

(16) (23)(24)

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

1-28-70

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	ADT	7,100	17,600	90	08	Oregon	35	022	1038

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
					SU-	441	(9)		

COUNTY NAME	CODE	PROGRAM STAGE
Lane	039	1 OR [X] 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	860	Co. Rd.	

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Const. 2 brs. (Length 424') and widen existing br. (Length 547').
0.37	1,793,000	612,000	204,000	977,000 (Co.)	ROW - 120' min.; Access Control - partial; Parking Restrictions - partial.
0.37	1,793,000	612,000	204,000	977,000 (Co.)	

ESTIMATED PROJECT COST BY PHASES

REMARKS

Additional Data: Item 832; Project S-441(2).

USCOMM-DUSCOMM-DC 46909-P61

PACIFIC HWY. WEST-N.W. EXPRESSWAY SECTION
PROJECT NO. SU-441(9)

Existing Facilities:

Roadway - 2 - 12' AC travel lanes with 13' shoulders. Traffic signals at Pacific Hwy. West and Prairie Road Intersections. Railroad grade crossing signals at crossing of Burlington Northern, Inc.

Structure - Bridge over Southern Pacific Transportation Co. tracks and N.W. Expressway Highway; steel beams; length 547'; H.C. 30'; constructed under Project S-441(2). This structure is to be widened.

Adjacent Sections:

East and West End: 2 - 12' AC travel lanes with 13' shldrs.

Project Data:

The project consists of the construction of structures over Hwy. US 99W and Prairie Rd. and the widening of the existing structure over N.W. Expressway as described below.

Location	Description	Type Code	Est. Cost
Hwy. US 99W	Hwy. over RR and hwy.; conc. prestressed beams; length 294'; H.C. 94'; Br. #9941; to provide 4-12' lanes, 16' median, 2-12' acceleration lanes and 3' shy distance from curb.	X581	$640,500
Prairie Rd.	Hwy. over hwy.; conc. prestressed beams; length 130'; H.C. 38'; Br. #9942; to provide 4-12' lanes, 16' median, 2-10' shoulder areas and 2' shy distance from curb.	X281	$265,000
N.W. Expressway	Hwy. over RR and hwy.; steel beams; length 547'; H.C. 100'; Br. #8864A; widened to provide 4-12' lanes, 16' median, 2-12' acceleration lanes and 6' shoulders.	X571	$887,500

Right of Way: 120' minimum

Access Control: Partial

Railroad Crossing Data:

Name of Railroad: Burlington N
No. of Tracks: One
No. of Trains: 12 per day
No. of High Speed Trains: None
Existing Protection: Flashing lig advance warn
Proposed Prot.: O'xing Struc
Railroad Benefit: None. This e crossing is of a tempora was established and sign vehicle crossing until a structure could be desig per PUC Order #46497 dat county is paying for mai the signals.

Minimum Design Standards: The substandard; however, since no and there is sufficient width t of the opinion that the cost of a disabled vehicle is not justi

System Action: Completed.

Public Hearing: Offered (none 1970 and May 21, 1970).

Unusual or Complicated Situati ramps, guardrail, signing, str roadway will provide 4-12' tra auxiliary lanes for the interc responsibility. State will hav

Route Data: See S-441(2)

Related Information:

Park and Recreation Areas Af
Relocation Assistance: Count including prorating taxes.
Social, Economic & Environ.
Location and Design Approval
State Clearinghouse Approval
Dist. #4 Clearinghouse (Cen.

The State does not, at this t use by utilities of the right agreement is being prepared t

EXPRESSWAY SECTION
U-441(9)

Railroad Crossing Data:

Name of Railroad:	Burlington Northern, Inc.	S. Pac. Transportation Co.
No. of Tracks:	One	1 main & 12 siding
No. of Trains:	12 per day	1 passenger & 80 freight switching per day
No. of High Speed Trains:	None	None
Existing Protection:	Flashing lights & gongs with advance warning signs	O'xing Structure
Proposed Prot.:	O'xing Structure	O'xing structure
Railroad Benefit:	None. This existing at grade crossing is of a temporary nature and was established and signalized to provide vehicle crossing until a permanent 4-lane structure could be designed & constructed per PUC Order #46497 dated 12/22/69. The county is paying for maintaining & operating the signals.	None.

Minimum Design Standards: The shoulders on the structure over US 99W are substandard; however, since no parking will be permitted on this structure and there is sufficient width to maintain traffic in an emergency, we are of the opinion that the cost of the additional width required for parking a disabled vehicle is not justified.

System Action: Completed.

Public Hearing: Offered (none requested; advertised in news media Apr. 29, 1970 and May 21, 1970).

Unusual or Complicated Situations: Lane Co. is constructing the roadway & ramps, guardrail, signing, striping and detours under separate contract. The roadway will provide 4-12' travel lanes, 16' median & 10' shldrs. along with auxiliary lanes for the interchanges. Engineering & PUC order are county responsibility. State will have supervisory engineering capacity.

Route Data: See S-441(2)

Related Information:

Park and Recreation Areas Affected: None

Relocation Assistance: County purchased ROW and paid all add'l. costs including prorating taxes. No one was displaced.

Social, Economic & Environ. Effects Considered: Yes

Location and Design Approval: July 1, 1970

State Clearinghouse Approval: May 15, 1970

Dist. #4 Clearinghouse (Cen. Lane Planning Council) Appr.: May 28, 1970

The State does not, at this time, have the legal authority to control the use by utilities of the right of way on this project. A State/County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

RECEIVED
JUL 30 1970

SU-441(9)
7480

July 28, 1970

Executive Department
Federal Aid Coordination Unit
Room 5 State Capitol
Salem, Oregon

Gentlemen:

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-02, we are submitting one copy of the completed application for federal-aid funding of the following Secondary projects:

Item No.	Project No.	Name
1037	SU-45(6)	Trail Avenue-Chemawa Road Section
1038	SU-441(9)	Pacific Highway West-N. H. Expressway Section
1039	SU-476(4)	Esplanade St.-Port Klamath Road Section
1040	S-573(1)	Airstrip Road-Pudding River Bridge

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. R. Young
Program and Planning Engineer

Encls.

JLG:ia

cc: R. W. Chase

FAS 860

OREGON BRIDGE ENGINEERING CO.

CONSULTING ENGINEERS

DESIGN & CONSTRUCTION ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

NOTED
H. S. COX

RECEIVED
JUL 27 1970
ENGINEER
COUNTY & CITY DIVISION

July 24, 1970

Mr. Al Driver, Assistant Director
Lane County Department of Public Works
P. O. Box 2729
Eugene, Oregon 97402

Subject: SPRR Overcrossing
Beltline Road - FAS 860

Dear Sir:

At our meeting on Thursday last at the request of Mr. Koberstein of the Southern Pacific Transportation Company, the work-time schedule for substructure construction at Bents 3 and 4 has been evaluated on the basis of the enclosed schedule.

The indicated total of 20 calendar days has been independently evaluated by a local bridge contractor who indicates general agreement with a maximum reduction of three days possible (excluding Sundays).

I believe the 20 calendar days is a reasonable request and should be made a part of the special job provisions.

Very truly yours,

OREGON BRIDGE ENGINEERING CO.

Wally

W. A. Palmateer
General Manager

WAP:edh

Enclosure

cc: Walt Hart
Bob Prange
Ernie Kendrew

NOTED
HAROLD
REYNOLDSON

✓

NOTED
R. H. PRANGE

NOTED
DON HARWELL

SYNOPSIS OF WORK ON RAILROAD
PIERS - BENT 4

Preliminary Work: May be performed while track is in operation.

1. Drilling, doweling, and bush hammering of exterior faces (approximately 2/3rds of this work item) can be completed before actual pier and foundation work begin.

Construction Phase: Requirements are closures of Track 2 (easterly of Pier 4) and Track 3 (westerly of Pier 4).

2. Move in sheet pile hammer and driving rig, unload, set up for driving.

3. Planking of Track #2 as required.

4. Unloading sheet piling (45 tons). Unload excavating rig. Set up night lighting system.

5. Begin driving sheet pile walls--270 lin ft/3500 sq ft.

6. Begin machine excavation, truck loading, hauling away approximately 425 cu yds.

7. Place temporary shoring (transverse top struts).

8. Final hand excavation and leveling; clam shell excavation.

9. Drill, doweling and grouting existing wall.

10. Form footing - 425 sq ft.

11. Place rebar and rebar support forms.

12. Place footing concrete - 72 cu yd.

13. Set vertical wall and column steel - approximately 20,000 lb.

14. Remove temporary shoring struts.

15. Form the columns and walls to bottom of pier cap and cap support - 4600 sq ft. (2 piece forms).

16. Pour walls and columns to bottom of pier cap - 100 cu yd ±.

17. Strip footing forms.

18. Form pier top sides.

19. Set final rebar cages.

20. Final pier top pouring - 26 cu yd.

21. Strip lower pier wall forms.

22. Begin backfill placement and compaction - 310 cu yd ±.

23. Rig pile extractor and begin removal of sheet pile wall - 3500 sq ft.

24. Final loadout of sheets, forms, equipment, and removal of planking.

Final top pier forms, pier finishing, etc., could be done after track is back in operation.

Time Scheduling: November - December
Adverse weather conditions
Full lighting on 2nd shift
Possible ground-water problems

Contractor will be required to work two shifts to full capacity requirements: Track #3 may be required to be kept in serviceable condition from midnight to 8:00 a.m. Contractor will work 6-day week.

SHEET NO. ..... OF .....

JOB NO. .....

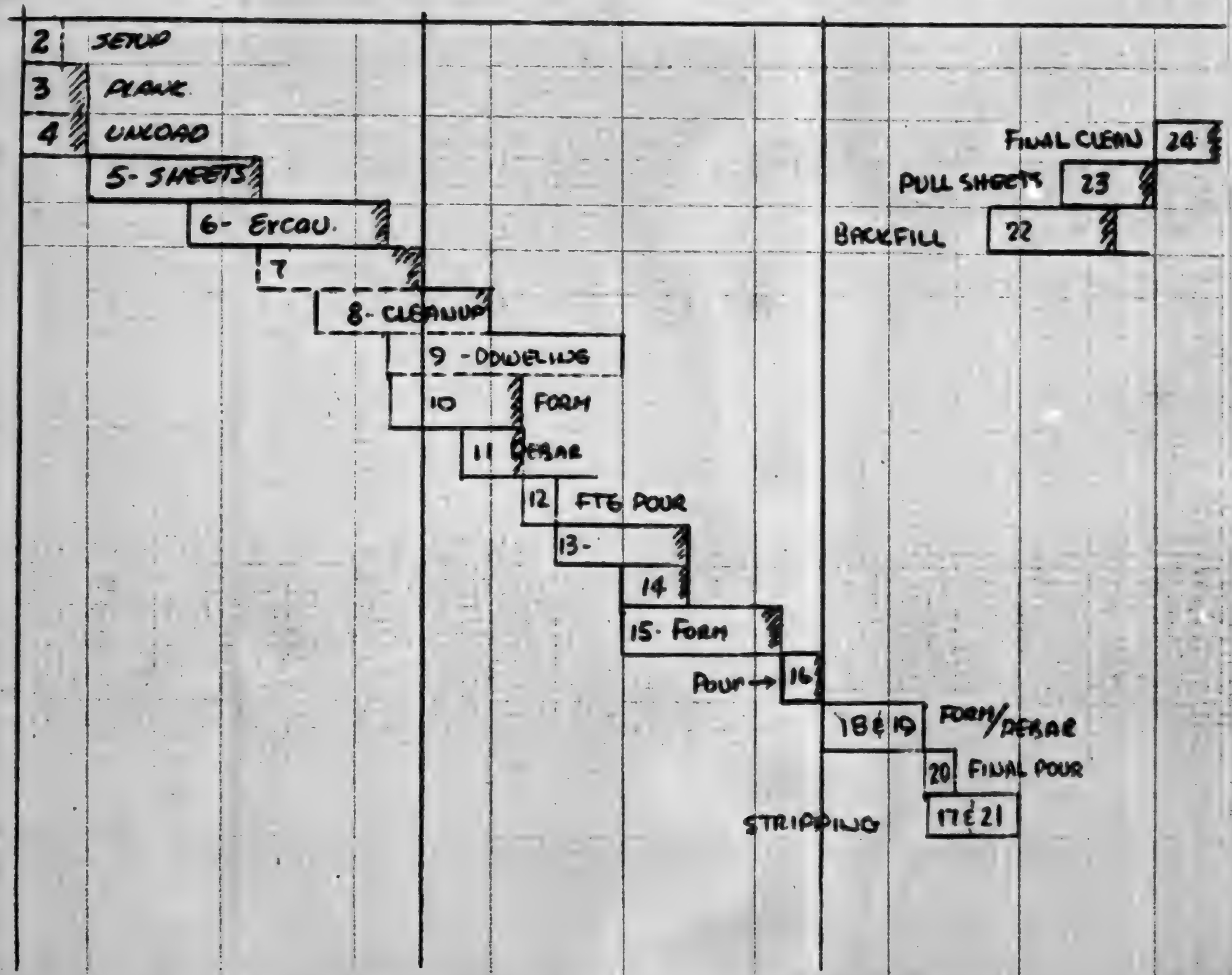
BY ..... DATE ..... SUB .....

CHKD. BY ..... DATE .....

OPERATIONS

WORK DAYS - DOUBLE SHIFT

M T W T F S M T W T F S M T W T F S



Crossing No. 3E 137.70A

Order No. 70-535

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-281 (Sub. 2)

In the Matter of the Application of)
LANE COUNTY for authority to cross)
over the tracks of Oregon Electric) ORDER
Railway Company, at or near Eugene,)
in Section 15, T. 17 S., R. 4 W.,)
W. M., Lane County)

On May 18, 1970, the commissioner, by Order No. 70-374 in Docket SXF-281 (Sub. 1), authorized applicant to establish a temporary crossing over a detour to by-pass structures of the overcrossing structure which is the subject of this proceeding.

Order No. 70-374 provides that the authority to maintain the temporary crossing shall continue for a period not exceeding 15 months from and after August 1, 1970.

Pursuant to Order No. 70-374 and Order No. 46497, Docket SXF-281, applicant, on June 15, 1970 filed its application to cross over the tracks of the Oregon Electric Railway Company at or near Eugene, Oregon.

Copies of the application were served upon the Oregon Electric Railway Company and the Oregon State Highway Division.

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based upon the application, the files and field investigation of the commissioner, it is found that the application should be granted upon the following terms and conditions; it is therefore

ORDERED that:

(1) The authority to construct the overcrossing structure as requested herein is hereby granted.

(2) Applicant shall construct and maintain the overcrossing structure and all highway appurtenances thereto, and bear the costs thereof.

(3) Oregon Electric Railway Company shall maintain the railroad track and appurtenances and bear all costs thereof.

(4) Upon final completion of the overcrossing structure, applicant shall close Crossing No. 3E-137.70, and remove the protection and crossing facilities at the temporary grade crossing authorized by Order No. 70-374, close said crossing, and bear all costs thereof.

(5) Applicant shall notify the commissioner upon completion of the overcrossing structure and closure of Crossing 3E-137.70, and the temporary crossing authorized in Order No. 70-374.

Made, entered and effective JULY 18 1970.

PUBLIC UTILITY COMMISSIONER OF OREGON

Sam R. Haley
Public Utility Commissioner

ADT--1970 = 7,100 DHV--1970 = 750 SAFETY: _____
19~~9~~ =17,600 1990 =1,740

MEMO TO R. N. CHASE Date ~~May 28~~ July 21, 1970

FAS 860, LANE COUNTY, Pacific Hwy. West-N.W. Expressway SECTION
TERMINI: At the intersection of Pac. Hwy. West and Belt Line Road, FAS 860. M.P. 3.55
At the intersection of Prairie Road and Belt Line Road, FAS 860. 3.75
At the intersection of N.W. Expressway and Belt Line Road, FAS 860. 3.92
These structures are just northwest of the City of Eugene.

PROPOSED WORK: Three structures.

PROJECT LENGTH: 971 feet

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	$1,793,000	$612,000	$204,000	$977,000	RR

EXISTING FACILITIES: Intersection of FAP 3 and FAS 860 - Grade crossing having traffic control signals with advanced warning signs. Existing section on FAP 3 has two 12' travel lanes, 14' median for left turn refuge, 14' acceleration lanes on each side. Paved with AC. The traffic control signal includes a left turn arrow and is tied into the RR signal for the at-grade crossing of the signal track of the OERR which is adjacent to the FAP 3. Intersection of FAS 860 and Prairie Road - At-grade crossing with traffic control signals. The existing Prairie Road has a top width of 30'. Two 11' travel lanes and 4' shoulders. N.W. Expressway-SPRR Overcrossing - A reinforced concrete structure 547' long with a 30' roadway. (1963 project S-441(2)). This structure will remain in use during construction and be part of the new structure.

ADJACENT SECTIONS:
EAST END: Two 12' AC travel lanes with 13' shoulders having a combination of
WEST END: 4' paved with AC and 9' gravel.

PROJECT DATA: Construct 3 O'xings. (1) Hwy. 99 West - A two-span reinforced concrete "I" beam structure with a poured in place deck. Structure to be 294' long and a clear roadway of 94', having 4 12' travel lanes, 16' median, two 12' acceleration lanes and 3' shy distance from curb. (2) Prairie Road - Structure will be a single span reinforced concrete bulb-tee beam 130' long and an 88' clear roadway for four 12' travel lanes, 16' median, two 10' parking lanes and 2' shy distance from curb. (3) SP O'xing - The existing structure (project S-441(2)) which is 547' long, is to be widened and will have a 100' roadway for four 12' travel lanes, two 12' acceleration lanes, 16' median and 6' shoulders. This structure will have 7 spans, 4 prestressed concrete beams and 3 steel "I" beams. Each structure is to have electric conduit installed along with light post bases; guardrail connections are to be attached to each structure. RR services and personnel will be required. The construction of the approaches and connections, guardrail, signing and striping, along with the detours, engineering and PUC order are County responsibility. State will have supervisory engineering capacity. Traffic control signals are to be included in the project.

RIGHT-OF-WAY: 120' minimum

ACCESS CONTROL: This is a high speed freeway type facility with access control.

RR XING: The OERR has a single track easterly of and adjacent to FAP 3 which has 12 freight trains per day that travel at varied speeds (25 to 50 mph). The SPTC ~~has~~ lines adjacent to and westerly of N.W. Expressway one main line track and 12 siding tracks. There is one passenger train per day at 50 mph. There are 80 freight trains and switching actions per day at varied speeds up to 40 mph.

MINIMUM DESIGN STANDARDS: The parking lanes (shoulders) on the Hwy. 99 structure and N.W. Expressway structure are substandard. However, since no parking will be permitted on these structures and there is sufficient width to maintain traffic in an emergency, it is felt parking lanes are not necessary.

SYSTEM ACTION: Completed

PUBLIC HEARING: Offered - advertised in paper April 29 and May 21, 1970.

UNUSUAL OR COMPLICATED SITUATIONS: At present Lane County is constructing this roadway for this section by a separate contract, which section will have four 12' travel lanes and a 16' median with 10' paved shoulders along with acceleration lanes for the interchanges.

ROUTE DATA: See S-441(2)

RELATED INFORMATION:
Park and recreation areas affected _____ No
Relocation assistance-County purchased R/W and paid all additional costs including prorating taxes. No one was displaced.
Social, economic and environmental effects considered _____ Yes
Location and design approval _____ 7/1/70 Requested
Clearinghouse approval _____ 5/15/70 ~~5/11/70~~
Utility control will be acquired by agreement prior to award of contract

C. P. L. C 5/25/70

FAS
Lane Co

OREGON BRIDGE ENGINEERING CO.

CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

NOTED
H. S. COX

716-688-5231

July 14, 1970

Mr. Si Cox, Engineer
County-City Section
Oregon State Highway Division
Highway Building
Salem, Oregon 97301

RECEIVED
JUL 15 1970
ENGINEER
COUNTY & CITY DIVISION

Attention: Mr. Bob Prange

Subject: Beltline Structures

Dear Sir:

In conversations with Ernie Kendrew of the Southern Pacific Transportation Company at the pre-job conference for the Beltline grading project, the problem ~~was brought up~~ of access for construction on the new SPRR overcrossing.

As you know, this contract is scheduled for letting on ~~August~~ Sept. 3rd of this year, if Federal funds are available.

The design for the substructure widening is complete and is quite similar to the existing bridge. The problems which have not been solved are the following:

1. Construction access to the piers over the existing tracks
2. Access for erection of the girders
3. Stripping requirements for deck and beams
4. Specific requirements of the SPRR relating to flagging, shoring, general safety.

I would suggest you contact all interested parties in your department for a meeting concerning the above problems to be

NOTED
HAROLD REYNOLDSON

Copy to: Ivan Merchant
Ted Lichtfield

NOTED
MAINOR C. HOLMES

NOTED
P. R. Arneson

NOTED
RICHARD BLADORN

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
DON HARWELL

held at Lane County Department of Public Works, 10:00 a.m., Thursday, July 23rd.

Very truly yours,

OREGON BRIDGE ENGINEERING CO.

W. A. Palmateer
General Manager

WAP:cdh

cc: Al Driver
Ernie Kendrew

LOCATION - DESIGN APPROVAL

COUNTY: LANE

SECTION: Hwy 99-N.W. Expressway Section

FAS NO.: 860

ROAD NAME: Belt Line Road

PROJECT DESCRIPTION: Construct three reinforced concrete structures as follows:

1. Hwy 99-O.E.R.R. overcrossing, 94-foot roadway;
2. Prairie Road Overcrossing, 100-foot roadway;
3. Widen N.W. Expressway-S.P.R.R. Overcrossing to 100-foot roadway.

County will construct all roadways and interchange ramps.

ESTIMATED COST: $1,800,000

HIGHWAY COMMISSION APPROVAL: April 21, 1970

HEARING: Hearing offered, no requests received

STATE CLEARINGHOUSE REVIEW: May 15, 1970

SECTION 204 REVIEW: May 28, 1970

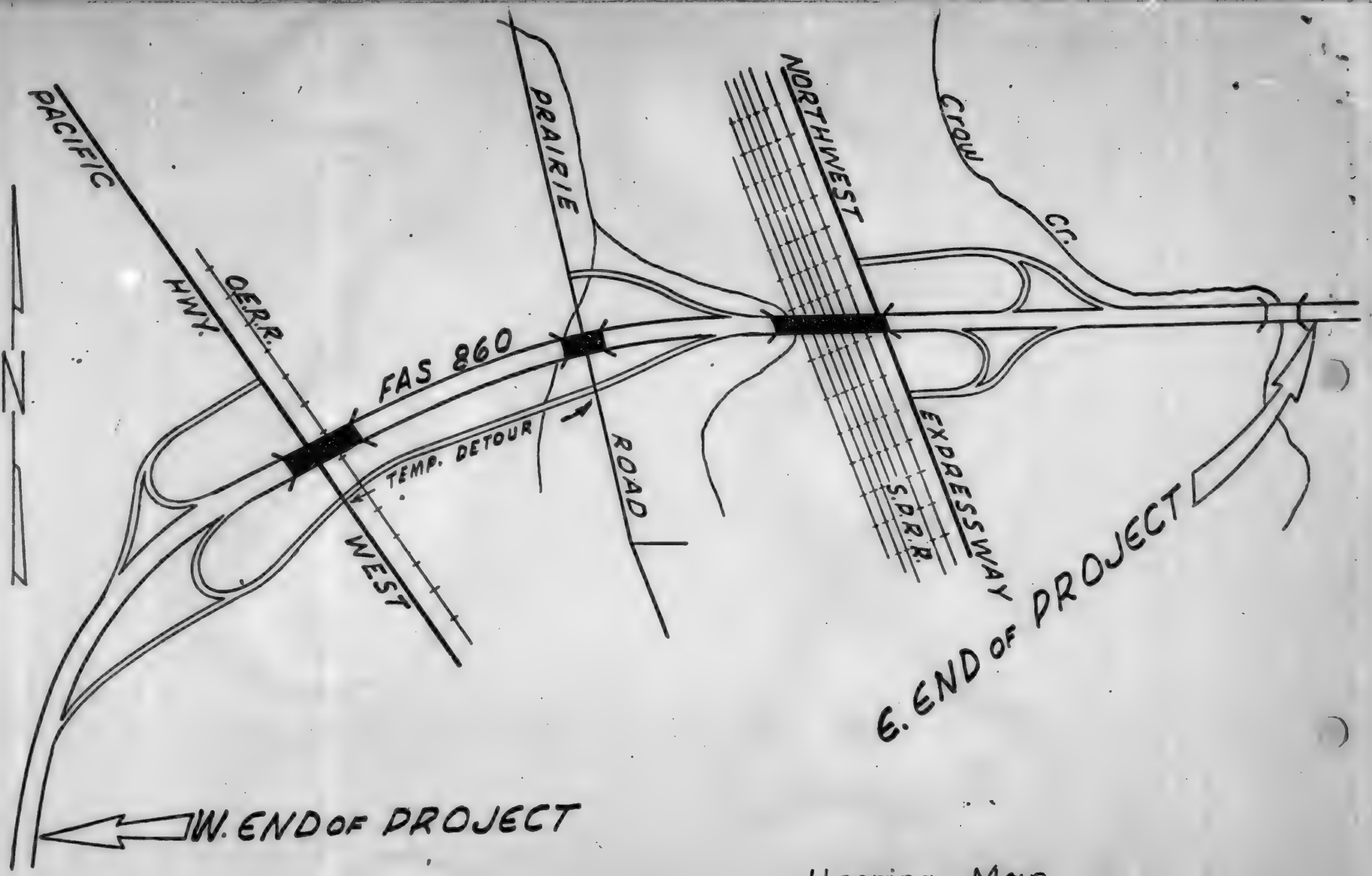
REMARKS: Estimated cost of $1,800,000 included $1,020,000 of FAS funds ($612,000-Federal, $204,000-State, and $204,000-County) plus $780,000 of 100% county funds.

APPROVED: 7-1 19 70

J M Klaboe

Assistant State Highway Engineer

RECEIVED
JUL 1 - 1970
ENGINEER
COUNTY & CITY DIVISION



Hearing Map

HWY. 99 - N.W. EXPRESSWAY SECT.

BELT LINE ROAD

LANE COUNTY

Lane Co
20

OREGON STATE HIGHWAY DIVISION

NOTED
H. S. COX

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

June 18, 1970

Oregon Bridge Engineering Co.
P. O. Box 72
Springfield, Oregon 97477

Attention Mr. L. F. Pierce

Gentlemen:

Beltline Road Structures
Bridges Nos. 9941, 9942,
and 8864A
Lane County

Enclosed is one set of your prints with our comments and corrections noted for the following structures:

1. Beltline Road Overcrossing of Hwy. 99 and O.E.R.R.
2. Beltline Road Overcrossing of Prairie Road.
3. Beltline Road Overcrossing of S.P.R.R. (widening).

Sept. Bid letting

We are also sending, for your information, a set of "As Constructed" plans for the S.P.R.R. structure.

Our comments and corrections were pointed out to you briefly during your last visit to our office. Most of the corrections are minor with the exception of the widening details of the S.P.R.R. structure. Particular attention should be given to the crossbeam details for bents 6 and 7, sheet 9 of 20. Also, there are several things that need to be added to complete the plans--general notes, pouring schedules, guard rail connections to the handrail, railroad clearance diagrams, light pole bases, and conduits.

Please send this office two sets of prints for each of the three structures after you have reviewed and corrected them.

Very truly yours,

ORIGINAL SIGNED
IVAN D. MERCHANT
Ivan D. Merchant
Bridge Engineer

NOTED
MAINOR C. HOLMES

NOTED
HAROLD E. WILDSON

JHW:dh
Enclosure
cc C. T. Keasey
H. S. Cox

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
P. S. Ammann

NOTED
RICHARD BLADORN

NOTED
DON HARWI

LANE COUNTY

DEPARTMENT OF PUBLIC WORKS
1820 Roosevelt Boulevard
P O Box 2729
Eugene, Oregon 97402
Phone 688-5231

June 4, 1970

Mr. Si Cox
County-City Relations
Oregon State Highway Department
Highway Building
Center & Capitol Streets
Salem, Oregon 97310

Dear Mr. Cox:

Lane County has completed its requirements concerning advertising for public hearing on the Belt Line (Southern Pacific to 99 N. section).

Please find enclosed copies of the advertisement and other material pertaining to the project.

Lane County has not received a single request to hold a public hearing on the project and no one has requested information on an informal basis.

Lane County has considered all social, economic and environmental aspects of the project and deem it urgent to commence the project.

The project has been reviewed by the Central Lane Planning Council and favorably approved.

Very truly yours,

Gerald K. Attig, Director
Department of Public Works

By: Al Driver
Assistant Director

RECEIVED
JUN 8 - 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
R. H. PRANGE

bls
enc.

Gerald K. Attig, Director
Al. Driver, Assistant Director
Luther Freeman, Principal Engineer
Francis Waggoner, County Surveyor
Harold Williams, Office Manager
Wallace Whiteley, Maintenance Supt.
Orville Rice, Operations Supt.
Paul Beistel, Parks & Recreation
George Griffin, Subdivision Eng.
Ole Halderson, Bridge Supt.
John Clay, Specifications & Permits
Clair Williams, Weighmaster
Wes Rimel, Right of Way

dup.

GUARD PUBLISHING COMPANY

P. O. Box 232 PHONE (503) 345-1551
EUGENE, OREGON 97401

Legal Notice 2724

Legal Notice Advertising

- BOARD OF COUNTY COMMISSIONERS
- LANE COUNTY COURTHOUSE
- EUGENE, OREGON 97401

☐ Tearsheet Notice

☐ Duplicate Affidavit

RECEIVED
JUN 8 - 1970
COUNTY & CITY ENGINEER DIVISION

AFFIDAVIT OF PUBLICATION

STATE OF OREGON,)
COUNTY OF LANE,) ss.

I, Mary Beyerl
being first duly sworn, depose and say that I am the Advertising Manager, or his principal clerk, of the Eugene Register-Guard, a newspaper of general circulation as defined in ORS 193.010 and 193.020; published at Eugene in the aforesaid county and state, that the

HEARING NOTICE

a printed copy of which is hereto annexed, was published in the entire issue of said newspaper for 2 successive and consecutive weeks in the following issues:

May 8, and 15, 1970

Mary Beyerl

Subscribed and sworn to before me this MAY 15 1970

Notary Public for Oregon

My Commission Expires: 4/17/74

AFFIDAVIT

3"

2724 INVOICE

Amount Due $ 12.72 ✓

Case: NOTICE OF HEARING

Order # 70-374

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 281 - (Sub 1)

In the matter of the application of Lane County for authority to alter a railroad-highway crossing (a temporary relocation at grade of Crossing No. 3-E 137.7) over the tracks of Oregon Electric Railway Company and the county road known as "Belt Line Road" in the NW¼ NW¼ of Section 15, Township 17 South, Range 4 West, W.M., Lane County, Oregon.	)	ORDER

On December 22, 1969, commissioner, by Order No. 46497 in Docket SXF 281, authorized petitioner (applicant) to continue to maintain a previously authorized rail crossing at grade, designated Crossing No.3E 137.7, for a period expiring June 15, 1970.

Order No. 46497 provides that on or before April 1, 1970, petitioner file application for authority to establish a temporary crossing over a detour to by-pass structures of an overpass crossing which will, when completed, eliminate Crossing No. 3E-137.7.

On March 24, 1970, petitioner, Lane County, (also petitioner in SXF 281) filed its application with commissioner pursuant to the requirement of Order No. 46497.

Copies of the application were duly served upon Oregon Electric Railway Company and the Oregon State Highway Division (Department).

Answer, by letter, was received from Oregon Electric Railway Company, advising the commissioner that said railway had no objection to the application on the terms proposed or to the entry of an order as requested under the application. Answer by letter received from the Oregon State Highway Division advised that the county road involved is not under the jurisdiction of the Oregon Highway Commission.

A field investigation was made on behalf of commissioner with respect to the location and conditions relevant to the crossing proposed with recommendation that the application be approved upon the terms proposed.

Due consideration has been given to matters found and orders in SXF 281 and to the maps, proofs and files in SXF 281 (Sub 1) and to all responses in the files and to the recommendations contained in the report of the field investigation made on behalf of commissioner.

From the foregoing it is found that the application is consistent with a plan to construct an overpass to eliminate a grade crossing and, as such, is in the public interest. The application should be authorized and construction approved upon the following terms and conditions. It is therefore

ORDERED that:

1. Authority to relocate and reconstruct Crossing No. 3-E 137.7, at grade, and to maintain same as a temporary crossing, as requested, is hereby granted.

2. Authority to maintain such crossing shall continue for a period not exceeding 15 months from and after August 1, 1970, the date for letting of the final construction contract on the overpass structures.

3. Petitioner and railway, at the cost of petitioner, shall cause to be removed and reinstalled at the temporary crossing herein authorized commissioner's standard No. 2 flashing signal and gong and commissioner's standard No. 2-B cantilever signal.

4. The signalization be installed with existing traffic control equipment, complete with railroad pre-empt, or with signal control equipment having equally safe features, provided such controls are agreed upon by the petitioner and railway and installed at expense of petitioner.

5. Oregon Electric Railway Company shall, during the period of construction of signals, upon the reimbursement by petitioner, provide flagmen and/or other manual traffic control as will safeguard the public travelling over the tracks during periods when the signals and controls specified in 3 and 4, above, are not in operation.

6. The detour highway on which the crossing is authorized shall be an asphaltic concrete surfaced road of not less than 36 feet in width at the crossing.

7. Authority to maintain the temporary grade crossing here permitted shall expire and terminate on November 1, 1971, unless commissioner shall, for good cause, otherwise direct.

Made, entered and effective MAY 18 1970.

Sam K. Haley
Public Utility Commissioner

PUBLIC UTILITY COMMISSIONER OF OREGON

RECEIVED
MAY 28 1970
FOR FILING

EXECUTIVE DEPARTMENT

511-1441(9)

5 CAPITOL • • • • • • • • • • SALEM, OREGON 97310
7480

TOM McCALL
GOVERNOR

EDWARD G. WESTERDAHL, II
Director

May 15, 1970

Mr. Forrest Cooper
State Highway Engineer
Department of Transportation
State Highway Building
Salem, Oregon 97310

PACIFIC HWY. W.-N.W. EXPRESSWAY SEC., BELT LINE ROAD

Your Notice of Intent has been referred to the appropriate state agencies for review. All have expressed approval of the proposal. Comment was made regarding the provision of safeguards against pollution of Crow Creek during the construction of the bridge to be built by the county.

We are pleased to add our approval.

Ed

Edward G. Westerdahl, II

5-27-70
REFERRED TO
Young
BY ASST. STATE HWY. ENGR

RECEIVED
MAY 25 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTE
F. B. KLABJE

May 12, 1970
(date)

NOTED
H. S. COX

Lane County Board of Commissioners
Courthouse
Eugene, Oregon 97401

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

Highway FAS 860

Section Pacific Hwy West-N W Expressway Sec Structures (3)

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

RECEIVED
MAY 22 1970
ENGINEER
[illegible] DIVISION

May 20, 1970
(date)

By Ben E. Arnold
Chairman

By Jerd Luce
Commissioner

By [illegible]
Commissioner

NOTED
HAROLD
REYNOLDSON

NOTED
P. [illegible]

NOTED
RICHARD [illegible]

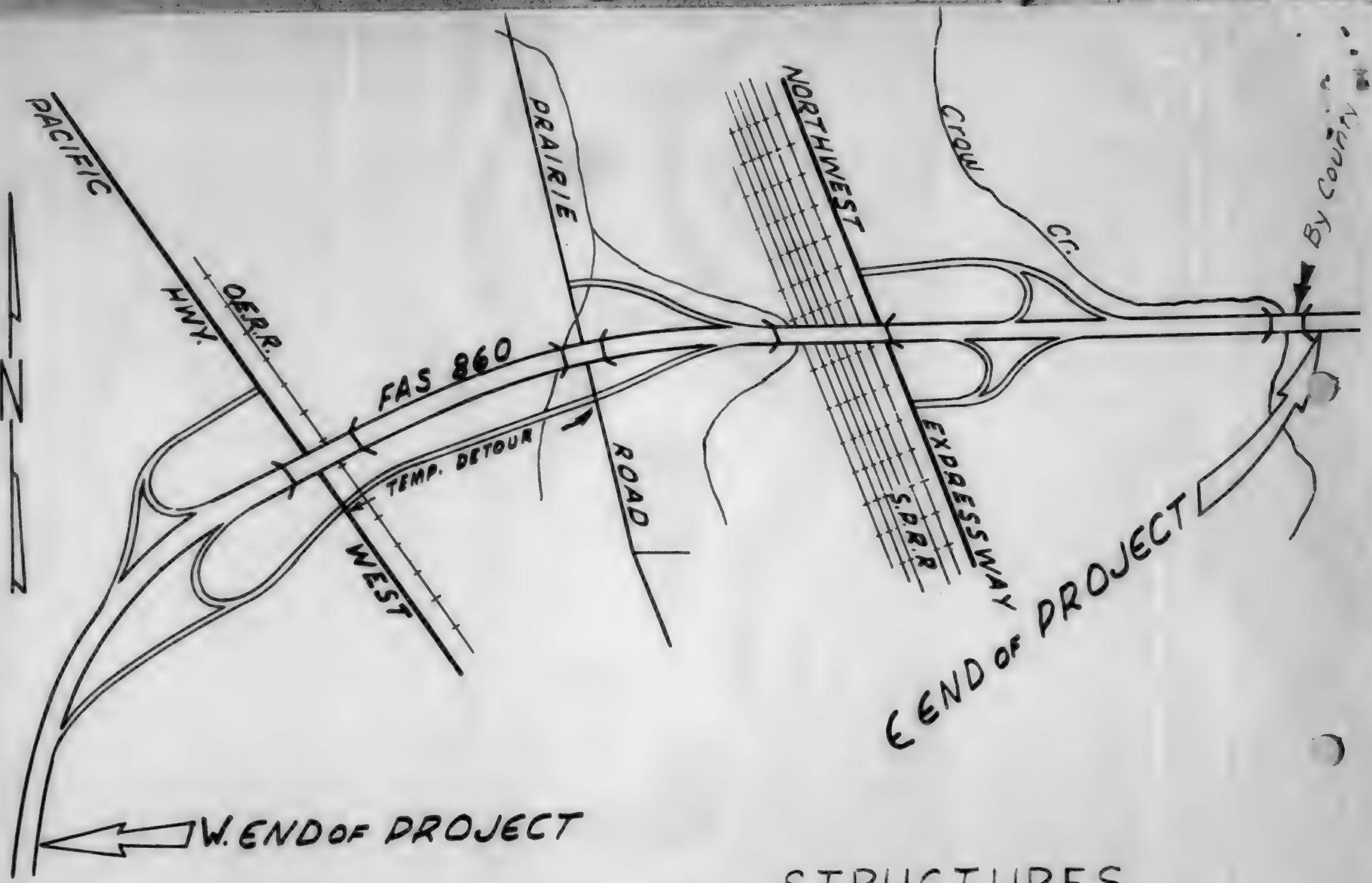
cc: L. H. Young
Attn: Duane Ridings

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
MAINOR S. HOLMES

NOTED
DON HARWELL



STRUCTURES

HWY. 99 - N.W. EXPRESSWAY SECT.

BELT LINE ROAD

LANE COUNTY

NOTED
H. S. COX

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

May 5, 1970

Mr. Lawrence A. Rice, Executive Director
Central Lane Planning Council
1643 Oak Street
Eugene, Oregon 97401

RECEIVED
MAY 6 - 1970
ENGINEER
COUNTY & CITY DIVISION

Dear Mr. Rice:

We are submitting to you two copies of a map and data sheet showing the location of three structures on Belt Line Road (FAS 860) for your review in conformance with Section 204 of the Demonstration Cities and Metropolitan Development Act. We have also requested Lane County to furnish you with plans for this project.

The structures on Belt Line Road are located at Pacific Highway West and the Oregon Electric Railroad; Prairie Road; and Northwest Expressway and the Southern Pacific Railroad. The Federal-aid portion of the project will be on the structures only and Lane County will be responsible for constructing the necessary roadwork, including grading and paving Belt Line Road between the Pacific Highway West and the Northwest Expressway to freeway standards, as well as interchange ramps. Belt Line Road is a recommended freeway in the E-SATS 1985 Transportation Plan.

Upon completion of your review, please forward your comments to Mr. Robert E. Royer, Assistant Planning Survey Engineer, in our Traffic Engineering Section.

Your cooperation in this matter will aid in programming Federal-aid projects in Lane County.

Very truly yours,

NOTED
HAROLD REYNOLDSON

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED TOM EDWARDS

Tom Edwards
Assistant State Highway Engineer

NOTED
MAINOR C. HOLMES

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
L. H. Young
D. J. Barbee
F. B. Crandall
R. E. Royer

Enc.

WDA:ap ja

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN
Noted
Oscar H. Norberg

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

PROJECT DATA

Re: Highway 99-N.W. Expressway Section
Belt Line Road
FAS 860
Lane County

TYPE OF PROJECT: FAS-C

PROJECT DESCRIPTION: Grade, drain, base, pave and structures for a four-lane divided facility on Belt Line Road from a point west of Highway 99 to a point east of the N.W. Expressway.

LENGTH: 1.37 miles

ESTIMATED COST: Structures-$1,800,000; Grade and pave-$700,000

NUMBER OF LANES: Four 12-foot travel lanes,10-foot paved shoulders and a variable width median.

INTERCHANGES: Full interchanges at Highway 99 and at N.W. Expressway; half interchange at Prairie Road.

ROAD CLOSURES: None

RIGHT-OF-WAY: Variable width, access controlled

EXISTING FACILITY: Two lane facility with turn refuges at major intersections.

TRAFFIC: 1969 ADT: 8,400

E-SATS: Belt Line Road is a Recommended Freeway in the E-SATS Transportation Plan 1985.

RHP:ljt
4/29/70

bc: F. B. Klaboe
D. J. Barbee
L. H. Young
Ivan Merchant
C .T. Keasey

NOTED
H. S. COX

April 28, 1970

Mr. Gerald Attig
Director of Public Works
1820 Roosevelt Blvd.
P. O. Box 2729
Eugene, Oregon 97402

Dear Mr. Attig:

Pursuant to the 1968 Federal Aid Highway Act, counties are now required to either hold a public hearing or afford the opportunity for one in those instances where the counties are acquiring right-of-way for a county Federal Aid secondary project. This procedure of public hearings must be accomplished by Lane County prior to construction of Hwy. 99-N.W. Expressway Section of Belt Line Road, FAS 860. To assist you in this matter, you will find the following enclosed material.

1. Bureau of Public Roads' PPM 20-8.
2. Set of instructions for advertising and holding a public hearing.
3. Suggested notices and letter to newspapers.
4. Hearing maps.

You will note by the instructions that the matter of public hearings can be done in two ways. First, you may give two weeks' notification advising any interested personsto request a public hearing, and if you receive no requests a public hearing need not be held. Secondly, you may give 30 days' notice that a public hearing will be held, then hold a hearing and send all the required information to this office.

Please let us know if we can be of further assistance.

Very truly yours,

Robert H. Prange
Field Engineer
County and City Engineer

NOTED
HAROLD
REYNOLDSON

RHP:ljt
Enclosures

NOTED
MAINOR C. HOLMES

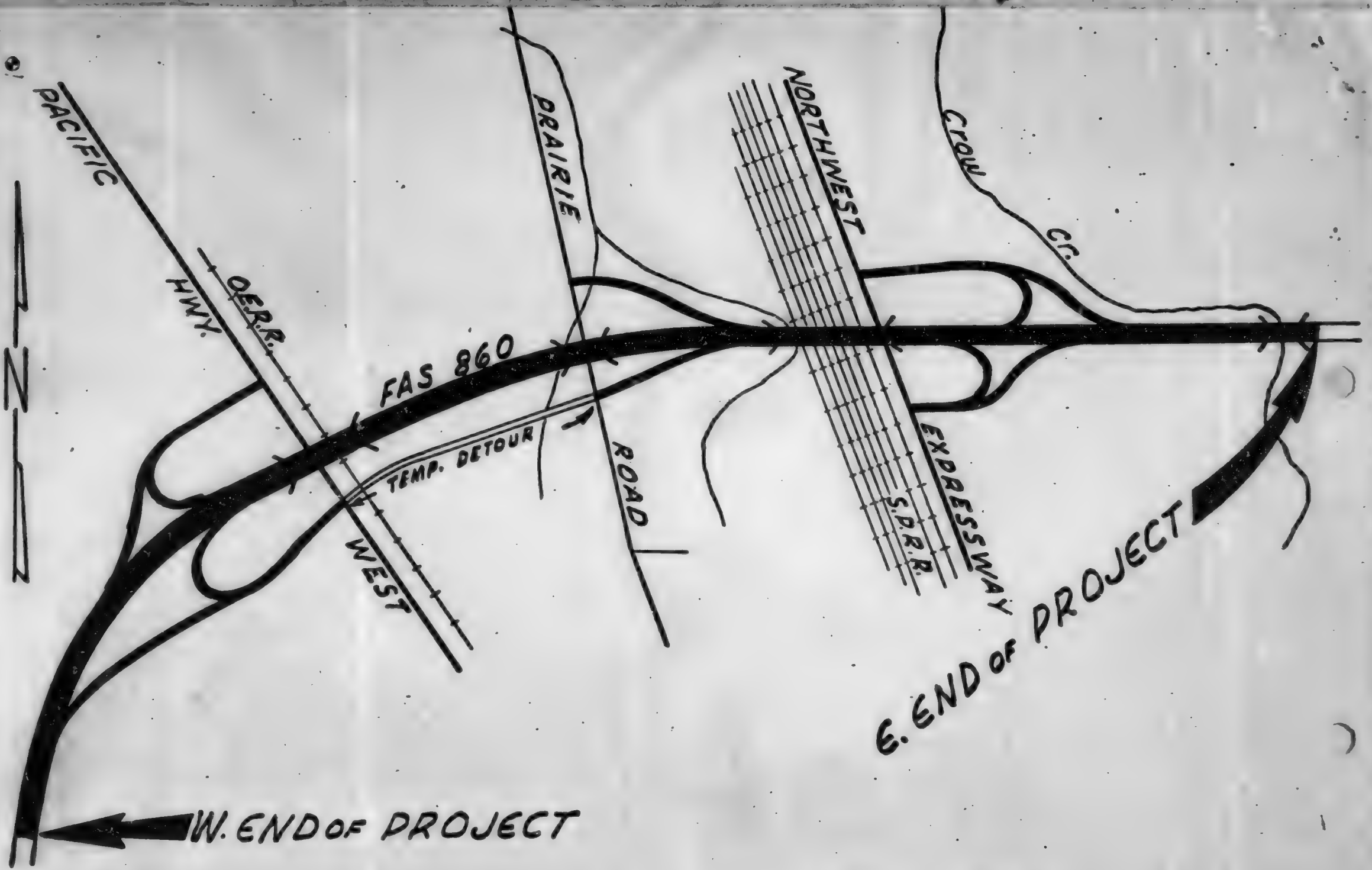
NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
DON HARWELL



Hearing Map

HWY. 99 - N.W. EXPRESSWAY SECT.

BELT LINE ROAD

LANE COUNTY

RECEIVED
APR 24 1970
FOR FILING

Pacific Hwy - N. W. Expressway

SU-4111(7)
7480

April 23, 1970

Executive Department
Federal Aid Coordination Unit
Room 5 State Capitol
Salem, Oregon

Gentlemen:

In accord with Executive Memorandum 02-270-39, attached in quintuplicate are the completed Notice of Intent to apply for federal assistance for 3 federal-aid projects as follows:

State Administrative District No. 5

Pacific Highway West - N.W. Expressway Section
Belt Line Road, FAS 660

State Administrative District No. 10

Deschutes River (Tumalo) Bridge Section
O.B. Riley Road, FAS 946

Deschutes River Canyon Section
Jordan Road, FAS 660

The estimated date of filing for federal-aid funds on these projects is June 1970. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to these proposals will be appreciated.

Very truly yours,

Attach.

Forrest Cooper
State Highway Engineer

cc: R. E. Simpson, BPR
F. B. Klabee
D. J. Barbee
D. H. Moehring
R. L. Schroeder
H. S. Coe
B. L. Gifford
R. N. Chase

By

L. H. Young
Program and Planning Engineer

BLG:sw

NOTICE OF INTENT - STATE AGENCIES

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Project: PACIFIC HWY. W. - N.W. EXPRESS-WAY SEC., BELT LINE ROAD, FAS 860

April 23, 1970

FROM: Applicant Agency State Highway Department Salem
(Address)

Contact Person L. H. Young 2761
(Phone)

1. Project requires Emergency Board approval of agency federal fund limitation: Yes ..... No X (if "yes", please also submit the information called for on page 3, Notice of Intent)

---

2. **Project Location**

Administrative District Five (5) City .....

County Lane Special District(s) (if applicable) .....

Other affected jurisdictions/agencies .....

3. **Federal Program**

Common Program Name Federal-Aid Secondary

Authorizing Legislation Title 23, USC Highways
(Public Law No. and Title)

Fed. Admin. Dept. Department of Transportation Original Application X

Agency Bureau of Public Roads Renewal Application .....

---

4. **Estimated Project Cost**

Federal Share $ 612,000
Loan ..... Grant X

Local Applicant Share (Lane County)
(if any) $ 204,000

State Agency Share $ 255,000

Other (Specify) $ - -

Total $ 1,071,000

Source of State Agency Share

General Fund $ -

Other Funds (specify) $ -

Indirect Cost Reimbursement

No X Yes ..... $ .....
(Approx)

Will Federal share change: No X

Yes, from .....% to .....%

When .....

5. **Period Covered by Projects**

Beginning date P. E. to start immediately.
(Original date, if project covers more than one year)

Length of time (weeks, months, or years) unknown at this time.

Approximate ending date indeterminate

Will renewal be requested? Yes..... No X

6. **Estimated Application Filing Date** June 1970

7. **Project Description** - Including statements of relationship to and effects on the objectives outlined in *Goals for a Livable Oregon.* (Use additional sheets as necessary)

PACIFIC HIGHWAY WEST-N. W. EXPRESSWAY SECTION, BELTLINE RD., FAS 860

Project to consist of preliminary engineering right-of-way acquisition, grading, paving, structures and incidental work to improve the existing facility to modern standards.

Construct the three following structure with reinforced concrete:

1. Hwy. 99 - O. E. R. R. Overcrossing, 94-foot roadway.
2. Prairie Road Overcrossing, 88-foot roadway.
3. N. W. Expressway-S. P. R. R. Overcrossing, 100-foot roadway (existing structure to be widened).

On each structure there is to be installed light post bases, electric conduit and the fittings for guard rail connections. No sidewalks.

This project is related to the goals for a livable Oregon by up-dating this portion of the Federal-Aid secondary system in cooperation with local government.

See attached map for geographical location.

NOTED
H. S. COX

Lane County Board of Commissioners
Courthouse
Eugene, Oregon 97401

April 21, 1970

Attention: Mr. Gerald Attig
Director of Public Works

Re: Hwy. 99 - N.W. Expressway Section
Belt Line Road
FAS 860
Lane County

Gentlemen:

This is to inform you that subject project was approved by the Highway Commission at their April 21, 1970 meeting.

Very truly yours,

H. S. Cox
County and City Engineer

By: Harold Reynoldson
Planning Engineer

HR:lji

NOTED
HAROLD
REYNOLDSON

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

RECEIVED
APR 10 1970
ENGINEER
COUNTY & CITY DIVISION

STRUCTURE: 1 of 3

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Lane FAS No. 860 Date March 30, 1970
County Road Name Belt Line
Section Name Old Pacific Hwy (US 99)-Northwest Expressway Length 1.37 mile±
Type of Project Hwy 99 - O.E.R.R. Overcrossing
Location of Project (Attach sketch map) M.P. 118.49 (Hwy) M.P. 137.7 (R.R.)
ADT 8,400 Road Class (Hwy. standard) 4-Lane Divided

I. ROAD PROJECT DATA

1. Traveled Surface: Type Asph. Conc. Width 76 ft. minimum at structure (64 ft. Normal)

2. Shoulders: Type Asph. Conc. Width 10 ft., 6 ft. left & right at structure
(NOTE: Oiled or paved shoulders required on all Class E or higher (10 ft. Normal) projects.)

3. Grading & Drainage:
By County X County Date of Completion June, 1971 By Contract

4. Bottom Base Course:
By County X County Date of Completion Open By Contract
Has base design been given to County? Yes No N.A.
Will it be furnished? Yes No N.A.

5. Leveling Course:
By County X County Date of Completion Open By Contract

6. Traveled Surface & Shoulders:
By County X County Date of Completion Open By Contract

7. Clearing:
By County X County Date of Completion Aug. 1970 By Contract

8. Curbs:
Curbs Required? Yes No X
Type Desired (rolled, exposure, monolithic, special county standard, etc.)
Width between Curbs

9. Are A.C. footpaths behind curbs desired? Yes No X

10. Are there any structures to be replaced or altered? Yes No X

11. Will replacement be by: County Contract N.A.
(NOTE: If by contract, fill out bridge project data on pages 2, 3, and 4.)

12. Will County adjust structure to new grade? Yes No N.A.

13. Will County adjust structure to additional width? Yes No N.A.

NOTE: GRADING CONTRACT TO BE LET AND ADMINISTERED BY LANE COUNTY ON OR ABOUT JUNE 1, 1970. NO CHARGES PRIOR TO B.P.R. APPROVAL

DATE: 4/27/70

SIGNED: H. Reynolds

14. Will adjusted width be standard? Yes___ No___ N.A.
(NOTE: Standard width of structure is traveled way plus full shoulders or 32', whichever is greater. If structure is of substandard width, County must sign same to satisfaction of Bureau of Public Roads.)

15. Does County wish rounding of cutbanks? Yes X No___

16. Does County wish sight posts installed? Yes X No___

17. Does County wish guard rail installed? Yes X No___

18. Does County wish seeding and mulching incorporated into job?
Yes___ No X

19. Does County wish permanent signing and striping? Yes___ No X
(NOTE: State forces will perform signing and striping at 100% cost to County.)

20. Will traffic signals be required? Yes X No___
If yes, give location and type: Belt Line Detour Connections to Hwy 99, 3-phase, complete with railroad pre-empt.

21. Is project contingent upon other factors? Yes X No___
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)
If yes, explain: Grading of mainline fills at bridge ends must be completed before structure work may begin. The Detour must also be completed in its entirety inclusive of at-grade railroad crossing and signalization.

Remarks re Section I All of the above work and any and all items relative to the grading, basing, surfacing, lighting and signing will be performed by the County, their agents or assigns under separate contracts.

II. BRIDGE PROJECT DATA

1. Name of river or stream None

2. Name of bridge Belt Line Overcrossing of Hwy 99 - O.E.R.R.

3. Location (Please attach map with location marked.): NW¼, NW¼
Section 15 Township 17 South Range 4 West W.M.

4. Desired width of bridge Hwy 99 - O.E.R.R. 94 ft. roadway
(NOTE: Standard width of FAS structure is traveled way plus full shoulders or 32', whichever is greater.) See attached drawings

5. Are sidewalks desired? Yes___ No X
Upstream___ Downstream___ Width___

6. Does County wish a particular type of bridge design? Yes X No___
Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc. Bridge design by Oregon Bridge Engineering Company, Springfield, Oregon.

7. Will County furnish any materials for bridge? Yes___ No_X_
Explain_____

8. Foundation Testing:
By County? Yes_X_ No___ By State? Yes___ No___

9. Can road be closed during construction? Yes_X_ No___

10. Detour:
Required? Yes_X_ No___ By County? Yes_X_ No___
By contractor? Yes___ No___

11. Approaches or Connections:
By County? Yes_X_ No___ By contractor? Yes___ No___
Traveled Surface: Type_Asph. Conc._ Width_As Applicable
Shoulders: Type_Asph. Conc._ Width_As Applicable
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

12. Guard Rail:
Desired on approaches or connections? Yes_X_ No___
Right side only? Yes___ No___ Both sides? Yes_X_ No___
(NOTE: Safety standards require that guard rails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guard rail installation or otherwise delay contract completion.)

13. Existing Structure: None
Remain in place? Yes___ No___
Use for detour? Yes___ No___
Removed by County? Yes___ No___
Removed by contractor? Yes___ No___
Salvaged by contractor for County? Yes___ No___
(NOTE: If existing bridge salvaged by contractor for County, County must pay 100% of salvage value of structure.)

14. If riprap or rock blanket required, to be: None
By County? Yes___ No___ By contractor? Yes___ No___

15. Will any of the following utilities be attached to this structure? None
a. Water Mains: Yes___ No___ Size_____
Company_____
b. Sanitary Sewer Mains: Yes___ No___ Size_____
Company_____
c. Storm Sewer: Yes___ No___ Size_____
Company_____
d. Gas Mains: Yes___ No___ Size_____
Company_____

e. Power Lines: Yes___ No___
Company_____

f. Telephone Lines: Yes___ No___
Company_____

g. Other Utilities?_____

16. Does County wish provisions made for future utility attachment to structure? Yes___ No X

17. Does County wish lightpost bases and conduit installed? Yes X No___

18. Does County wish complete job of illumination in project?
Yes___ No X

19. Is project contingent upon other factors? Yes X No___
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)
If yes, explain: Because of the proposed package of the three (3) structures into one contract, construction priority and sequence of work proposed should be well defined with regard to traffic flow and in cooperation with grading work performed under County contract.

Remarks re Section II The work to be performed with regard to Federal Funds and our subsequent request thereto will be (structure work) only, all other work will be under separate County contracts.

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
By State? Yes___ No X By County? Yes X No___
(NOTE: If project is canceled, County must pay for survey.)

2. Does County have any survey data? Yes X No___

3. Construction plans and specifications to be prepared:
By State? Yes___ No X By County? Yes X No___

Remarks re Section III Oregon Bridge Engineering Company, Springfield, Oregon, will prepare construction plans and perform field inspection, provide monthly estimate quantities etc. Plans will be sent to O.S.H.D. for your perusal.

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 840+ ft. Minimum 270+ ft.

2. Is any additional right-of-way needed? Yes X No___

3. Will right-of-way be acquired by: Resolution___ or Deed X

4. Should State prepare options? Yes___ No X

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes___ No X

6. Should material source site be included in right-of-way descriptions? Yes___ No X

7. Is there any merchantable timber on right-of-way? Yes___ No X

8. Will timber be reserved for owner? Yes___ No X

9. Will timber become property of contractor? Yes___ No X

10. Does project run inside a city? Yes___ No X
(NOTE: If right-of-way is procured in community with post office or in an incorporated city, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.) on private land? Yes X No___
If yes, give type and name of utility company Electric Power-BPA; Electric Power-EWEB;Electric Power-Blachley Lane Coop.

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes X No___
If yes, give type and name of utility company Water - EWEB; Sanitary Sewer-City of Eugene; Telephone Cable-Pacific N.W. Bell

13. Are utilities on existing right-of-way by permit X, or by franchise___?
(NOTE: County must move all utilities located on present right-of-way.)

14. Are there any irrigation facilities? Yes___ No X
If yes, give name of irrigation company or district___
and dates between which water can be turned off: From___
To___

15. Are there any railroad crossings? Yes X No___

16. Name of Railroad Oregon Electric Railway Co. (At-grade)

17. Number of Tracks: Mainline 1 Siding___ Total 1

18. Sight Distance: As indicated on attached plans (Left) _____ (Right)

19. Number of Trains: Passenger ---- Speed ----
Freight 12 Speed Var.

20. Angle of Intersection: 90°

21. Type of Existing Crossing:
Grade X Overcrossing___ Undercrossing___

22. Existing Protection:
Advance Warning Signs X Crossbucks X Stop Signs___
Automatic Flashing X Automatic Bell X Gates___

23. Proposed Protection: Relocate existing flashing signal and gong equipment, or equivalent.

24. Will railroad crossing be altered? Yes X No___
If yes, specify: Temporary at-grade crossing will be constructed approx. 300 ft. southerly and in replacement of the existing crossing (crossing #3E-137.7)

25. Does County wish State to prepare P.U.C. hearing data? Yes___ No X

26. Will P.U.C. application be made by State____, or County X ?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

27. Will there be any displaced persons from farms, homes, or businesses requiring relocation assistance? Yes___ No X
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days written notice prior to the intended vacation date.)

Remarks re Section IV Lane County has filed a P.U.C. Application for this temporary crossing and has notified all responsible parties. All relocation costs will be borne by Lane County (100%). Reference is made to that document for any information not mentioned herein. Lane County will also file a P.U.C. Application for the Overcrossing structure.

V. MATERIAL SOURCES DATA

1. Gravel X Quarry_____ Cinders_____

2. Owner: County X State____ Private____ Other____

3. Location: _____ Section____ Township____ Range____ W.M.

4. If County lease, what are royalty payments? None

5. Materials furnished by County: Borrow X Select Topping____
Base Course____ Level Course____ Mineral Aggregates____
Location See above
Miscellaneous Items:

Remarks re Section V Lane County will provide a possible borrow source for the embankment material needed. (Approx. 500,000 C.Y.)

VI. FINANCIAL DATA

1. Estimated Cost: $ 688,000.00
2. Available FAS Funds: $_____
3. Date match money is available: _____
4. Will there be any 100% County money? Yes___ No___
5. Maximum Amount of 100% County Money Available: $_____
6. Date County requests letting: July 23, 1970

Remarks re Section VI Costs shown applies only to structures work for items directly inherent in construction of the overcrossing structures.

UNUSUAL OR COMPLICATED CIRCUMSTANCES: The initial work proposed will be let in two different contracts. Lane County will let and administer the grading contract on or about June 1, 1970. A structure contract for the overcrossing structures involved will be let by Oregon State Highway Department on or about July 23, 1970. The design and the field inspection of said structures will be performed by Oregon Bridge Engineering Co., Springfield, Oregon. Subsequent surfacing contracts will be let by the County as deemed necessary.

By Kenneth E. Arnold
County Judge or Comm. Chairman

By Jesse L Nees
County Commissioner

By Frank A Elliott
County Commissioner

By J. K. Attig by Al Driver asst.
County Engineer or Roadmaster

O.S.H.D. Field Engineer

Date_____

County_____

Date_____

RECEIVED
APR 10 1970
ENGINEER
COUNTY & CITY DIVISION

STRUCTURE: 2 of 3

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Lane FAS No. 860 Date March 30, 1970
County Road Name Belt Line
Section Name Old Pacific Hwy(US 99)-Northwest Expressway Length 1.37 mile±
Type of Project PRAIRIE ROAD OVERCROSSING
Location of Project (Attach sketch map) Near Eugene
ADT 8,400 Road Class (Hwy. standard) 4-Lane Divided

I. ROAD PROJECT DATA

1. Traveled Surface: Type Asph. Conc. Width 64 ft.

2. Shoulders: Type Asph. Conc. Width 12 ft. left & right at structure
(NOTE: Oiled or paved shoulders required on all Class E or higher (10 ft. Normal) projects.)

3. Grading & Drainage:
By County X County Date of Completion June, 1971 By Contract

4. Bottom Base Course:
By County X County Date of Completion Open By Contract
Has base design been given to County? Yes No N.A.
Will it be furnished? Yes No N.A.

5. Leveling Course:
By County X County Date of Completion Open By Contract

6. Traveled Surface & Shoulders:
By County X County Date of Completion Open By Contract

7. Clearing:
By County X County Date of Completion Aug. 1970 By Contract

8. Curbs:
Curbs Required? Yes No X
Type Desired (rolled, exposure, monolithic, special county standard, etc.)
Width between Curbs

9. Are A.C. footpaths behind curbs desired? Yes No X

10. Are there any structures to be replaced or altered? Yes No X

11. Will replacement be by: County Contract N.A.
(NOTE: If by contract, fill out bridge project data on pages 2, 3, and 4.)

12. Will County adjust structure to new grade? Yes No N.A.

13. Will County adjust structure to additional width? Yes No N.A.

NOTE: GRADING CONTRACT TO BE LET AND ADMINISTERED BY LANE COUNTY ON OR ABOUT JUNE 1, 1970.

NO CHANGES PRIOR TO B.P.R.

APPROVAL

DATE: 4/27/70

SIGNED: H Reynolds

14. Will adjusted width be standard? Yes___ No___ N.A.
(NOTE: Standard width of structure is traveled way plus full shoulders or 32', whichever is greater. If structure is of substandard width, County must sign same to satisfaction of Bureau of Public Roads.)

15. Does County wish rounding of cutbanks? Yes X No___

16. Does County wish sight posts installed? Yes X No___

17. Does County wish guard rail installed? Yes X No___

18. Does County wish seeding and mulching incorporated into job?
Yes___ No X

19. Does County wish permanent signing and striping? Yes___ No X
(NOTE: State forces will perform signing and striping at 100% cost to County.)

20. Will traffic signals be required? Yes X No___
If yes, give location and type: Belt Line Detour Connection to Prairie Road, 3-phase.

21. Is project contingent upon other factors? Yes X No___
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)
If yes, explain: Grading of mainline fills at bridge ends must be completed before structure work may begin. The Detour must also be completed in its entirety complete with signalization.

Remarks re Section I All of the above work and any and all items relative to the grading, basing, surfacing, lighting and signing will be performed by the County, their agents or assigns under separate contracts.

II. BRIDGE PROJECT DATA

1. Name of river or stream None

2. Name of bridge Belt Line Overcrossing of Prairie Road

3. Location (Please attach map with location marked.): NE¼, NW¼
Section 15 Township 17 South Range 4 West W.M.

4. Desired width of bridge 88 ft. roadway
(NOTE: Standard width of FAS structure is traveled way plus full shoulders or 32', whichever is greater.)

5. Are sidewalks desired? Yes___ No X
Upstream___ Downstream___ Width___

6. Does County wish a particular type of bridge design? Yes X No___
Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc. Bridge design by Oregon Bridge Engineering Company, Springfield, Oregon 97477.

_____

_____

7. Will County furnish any materials for bridge? Yes___ No_X_
Explain_____
_____
_____
_____

8. Foundation Testing:
By County? Yes_X_ No___ By State? Yes___ No___

9. Can road be closed during construction? Yes_X_ No___

10. Detour:
Required? Yes_X_ No___ By County? Yes_X_ No___
By contractor? Yes___ No___

11. Approaches or Connections:
By County? Yes_X_ No___ By contractor? Yes___ No___
Traveled Surface: Type_Asph. Conc._ Width_As Applicable
Shoulders: Type_Asph. Conc._ Width_As Applicable
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

12. Guard Rail:
Desired on approaches or connections? Yes_X_ No___
Right side only? Yes___ No___ Both sides? Yes_X_ No___
(NOTE: Safety standards require that guard rails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guard rail installation or otherwise delay contract completion.)

13. Existing Structure: None
Remain in place? Yes___ No___
Use for detour? Yes___ No___
Removed by County? Yes___ No___
Removed by contractor? Yes___ No___
Salvaged by contractor for County? Yes___ No___
(NOTE: If existing bridge salvaged by contractor for County, County must pay 100% of salvage value of structure.)

14. If riprap or rock blanket required, to be: None
By County? Yes___ No___ By contractor? Yes___ No___

15. Will any of the following utilities be attached to this structure? None
a. Water Mains: Yes___ No___ Size_____
Company_____
b. Sanitary Sewer Mains: Yes___ No___ Size_____
Company_____
c. Storm Sewer: Yes___ No___ Size_____
Company_____
d. Gas Mains: Yes___ No___ Size_____
Company_____

e. Power Lines: Yes___ No___
Company_____

f. Telephone Lines: Yes___ No___
Company_____

g. Other Utilities?_____

16. Does County wish provisions made for future utility attachment to structure? Yes___ No X

17. Does County wish lightpost bases and conduit installed? Yes X No___

18. Does County wish complete job of illumination in project?
Yes___ No X

19. Is project contingent upon other factors? Yes X No___
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)
If yes, explain: Because of the proposed package of the three (3) structures into one contract, construction priority and sequence of work proposed should be well defined with regard to traffic flow and in cooperation with grading work performed under County contract.

Remarks re Section II The work to be performed with regard to Federal Funds and our subsequent request thereto will be (structure work) only all other work will be under separate County contracts.

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
By State? Yes___ No X By County? Yes X No___
(NOTE: If project is canceled, County must pay for survey.)

2. Does County have any survey data? Yes X No___

3. Construction plans and specifications to be prepared:
By State? Yes___ No X By County? Yes X No___

Remarks re Section III Oregon Bridge Engineering Company, Springfield, Oregon, will prepare construction plans and perform field inspection, provide monthly estimate quantities etc. Plans will be sent to O.S.H.D. for your perusal.

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 630± Minimum 280±

2. Is any additional right-of-way needed? Yes X No___

3. Will right-of-way be acquired by: Resolution___ or Deed X

4. Should State prepare options? Yes___ No X

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes___ No X

6. Should material source site be included in right-of-way descriptions? Yes___ No X

7. Is there any merchantable timber on right-of-way? Yes___ No X

8. Will timber be reserved for owner? Yes___ No X

9. Will timber become property of contractor? Yes___ No X

10. Does project run inside a city? Yes___ No X
(NOTE: If right-of-way is procured in community with post office or in an incorporated city, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.) on private land? Yes X No___
If yes, give type and name of utility company Electric Power - EWEB

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes X No___
If yes, give type and name of utility company Water - EWEB; Sanitary Sewer - City of Eugene; Telephone Cable - Pacific N.W. Bell; Natural Gas - Northwest Natural Gas Co.; Electric Power - EWEB.

13. Are utilities on existing right-of-way by permit X, or by franchise___?
(NOTE: County must move all utilities located on present right-of-way.)

14. Are there any irrigation facilities? Yes___ No X
If yes, give name of irrigation company or district___
and dates between which water can be turned off: From___ To___

15. Are there any railroad crossings? Yes___ No X

16. Name of Railroad N.A.

17. Number of Tracks: Mainline___ Siding___ Total___ N.A.

18. Sight Distance: _____(Left) _____(Right)

19. Number of Trains: Passenger_____ Speed_____
Freight _____ Speed_____ (N.A.)

20. Angle of Intersection: 90°

21. Type of Existing Crossing: (Highway)
Grade X Overcrossing___ Undercrossing___

22. Existing Protection: Traffic Signals
Advance Warning Signs___ Crossbucks___ Stop Signs___
Automatic Flashing___ Automatic Bell___ Gates___

23. Proposed Protection: Relocate existing traffic control equipment or equivalent.

24. Will highway crossing be altered? Yes___ No___ (SEE BELOW)
If yes, specify:_____

25. Does County wish State to prepare P.U.C. hearing data? Yes___ No X

26. Will P.U.C. application be made by State_____, or County X ?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

27. Will there be any displaced persons from farms, homes, or businesses requiring relocation assistance? Yes___ No X
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days written notice prior to the intended vacation date.)

Remarks re Section IV Lane County will construct a temporary at-grade intersection approximately 200 ft. southerly and in replacement of the existing Belt Line Road - Prairie Road Intersection complete with signalization.

V. MATERIAL SOURCES DATA

1. Gravel X Quarry_____ Cinders_____

2. Owner: County X State_____ Private_____ Other_____

3. Location: _____ Section_____ Township_____ Range_____ W.M.

4. If County lease, what are royalty payments? None

5. Materials furnished by County: Borrow X Select Topping_____
Base Course_____ Level Course_____ Mineral Aggregates_____
Location See above
Miscellaneous Items:_____

Remarks re Section V Lane County will provide a possible borrow source for the embankment material needed. (Approx. 500,000 C.Y.)

VI. FINANCIAL DATA

1. Estimated Cost: $ 283,000.00
2. Available FAS Funds: $_____
3. Date match money is available: _____
4. Will there be any 100% County money? Yes___ No___
5. Maximum Amount of 100% County Money Available: $_____
6. Date County requests letting: July 23, 1970

Remarks re Section VI Costs shown applies only to structures work for items directly inherent in construction of the overcrossing structures.

UNUSUAL OR COMPLICATED CIRCUMSTANCES: The initial work proposed will be let in two different contracts. Lane County will let and administer the grading contract on or about June 1, 1970. A structure contract for the overcrossing structures involved will be let by Oregon State Highway Department on or about July 23, 1970. The design and the field inspection of said structures will be performed by Oregon Bridge Engineering Co., Springfield, Oregon. Subsequent surfacing contracts will be let by the County as deemed necessary.

By Kenneth E. Arnold
County Judge or Comm. Chairman

By [illegible]
County Commissioner

By Frank A. Elliott
County Commissioner

By G. K. Ottig by Al Grimes asst.
County Engineer or Roadmaster

O.S.H.D. Field Engineer

Date_____

County_____

Date_____

RECEIVED
APR 10 1970
ENGINEER
COUNTY & CITY DIVISION

STRUCTURE: 3 of 3

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Lane FAS No. 860 Date March 30, 1970
County Road Name Belt Line
Section Name Old Pacific Hwy(US 99)-Northwest Expressway Length 1.37 mile±
Type of Project SOUTHERN PACIFIC CO. RAILROAD OVERCROSSING
Location of Project (Attach sketch map) M.P. 651.85 (R.R.)
ADT 8,400 Road Class (Hwy. standard) 4-Lane Divided

I. ROAD PROJECT DATA

1. Traveled Surface: Type Asph. Conc. Width 88 ft. minimum at structure (64 ft. Normal)

2. Shoulders: Type Asph. Conc. Width 6 ft., 6 ft., left & right at structure (NOTE: Oiled or paved shoulders required on all Class E or higher (10 ft. Normal) projects.)

3. Grading & Drainage:
By County X County Date of Completion June, 1971 By Contract ____

4. Bottom Base Course:
By County X County Date of Completion Open By Contract ____
Has base design been given to County? Yes ____ No ____ N.A.
Will it be furnished? Yes ____ No ____ N.A.

5. Leveling Course:
By County X County Date of Completion Open By Contract ____

6. Traveled Surface & Shoulders:
By County X County Date of Completion Open By Contract ____

7. Clearing:
By County X County Date of Completion Aug. 1970 By Contract ____

8. Curbs:
Curbs Required? Yes ____ No X
Type Desired (rolled, exposure, monolithic, special county standard, etc.) ____
Width between Curbs ____

9. Are A.C. footpaths behind curbs desired? Yes ____ No X

10. Are there any structures to be replaced or altered? Yes ____ No X

11. Will replacement be by: County ____ Contract ____ N.A.
(NOTE: If by contract, fill out bridge project data on pages 2, 3, and 4.)

12. Will County adjust structure to new grade? Yes ____ No ____ N.A.

13. Will County adjust structure to additional width? Yes ____ No ____ N.A.

NOTE: GRADING CONTRACT TO BE LET AND ADMINISTERED BY LANE COUNTY ON OR ABOUT JUNE 1, 1970. NO CHARGES PRIOR TO B.P.R.

APPROVAL

DATE: 4/27/70

SIGNED: H. Reynolds

14. Will adjusted width be standard? Yes___ No___ N.A.
(NOTE: Standard width of structure is traveled way plus full shoulders or 32', whichever is greater. If structure is of substandard width, County must sign same to satisfaction of Bureau of Public Roads.)

15. Does County wish rounding of cutbanks? Yes X No___

16. Does County wish sight posts installed? Yes X No___

17. Does County wish guard rail installed? Yes X No___

18. Does County wish seeding and mulching incorporated into job?
Yes___ No X

19. Does County wish permanent signing and striping? Yes___ No X
(NOTE: State forces will perform signing and striping at 100% cost to County.)

20. Will traffic signals be required? Yes___ No X
If yes, give location and type: The existing 2-lane structure will be retained to facilitate traffic and will be merely widened on each side.

21. Is project contingent upon other factors? Yes X No___
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)
If yes, explain: Grading of mainline fills at bridge ends must be completed before structure work may begin. The Detour must also be completed in its entirety.

Remarks re Section I All of the above work and any and all items relative to the grading, basing, surfacing, lighting and signing will be performed by the County, their agents or assigns under separate contracts.

II. BRIDGE PROJECT DATA

1. Name of river or stream None

2. Name of bridge Belt Line Overcrossing of Southern Pacific Company Railroad

3. Location (Please attach map with location marked.): NW¼, NE¼
Section 15 Township 17 South Range 4 West W.M.

4. Desired width of bridge 100 ft. roadway
(NOTE: Standard width of FAS structure is traveled way plus full shoulders or 32', whichever is greater.)

5. Are sidewalks desired? Yes___ No X
Upstream___ Downstream___ Width___

6. Does County wish a particular type of bridge design? Yes x No___
Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc. Bridge design by Oregon Bridge Engineering Company, Springfield, Oregon 97477.

7. Will County furnish any materials for bridge? Yes___ No_X_
Explain_____

8. Foundation Testing:
By County? Yes_X_ No___ By State? Yes___ No___

9. Can road be closed during construction? Yes_X_ No___

10. Detour:
Required? Yes_X_ No___ By County? Yes_X_ No___
By contractor? Yes___ No___

11. Approaches or Connections:
By County? Yes_X_ No___ By contractor? Yes___ No___
Traveled Surface: Type_Asph. Conc._ Width_As Applicable
Shoulders: Type_Asph. Conc._ Width_As Applicable
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

12. Guard Rail:
Desired on approaches or connections? Yes_X_ No___
Right side only? Yes___ No___ Both sides? Yes_X_ No___
(NOTE: Safety standards require that guard rails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guard rail installation or otherwise delay contract completion.)

13. Existing Structure: None
Remain in place? Yes___ No___
Use for detour? Yes___ No___
Removed by County? Yes___ No___
Removed by contractor? Yes___ No___
Salvaged by contractor for County? Yes___ No___
(NOTE: If existing bridge salvaged by contractor for County, County must pay 100% of salvage value of structure.)

14. If riprap or rock blanket required, to be: None
By County? Yes___ No___ By contractor? Yes___ No___

15. Will any of the following utilities be attached to this structure? None
a. Water Mains: Yes___ No___ Size_____
Company_____
b. Sanitary Sewer Mains: Yes___ No___ Size_____
Company_____
c. Storm Sewer: Yes___ No___ Size_____
Company_____
d. Gas Mains: Yes___ No___ Size_____
Company_____

e. Power Lines: Yes___ No___
Company_____

f. Telephone Lines: Yes___ No___
Company_____

g. Other Utilities?_____

16. Does County wish provisions made for future utility attachment to structure? Yes___ No X

17. Does County wish lightpost bases and conduit installed? Yes X No___

18. Does County wish complete job of illumination in project? Yes___ No X

19. Is project contingent upon other factors? Yes X No___
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)
If yes, explain: Because of the proposed package of the three (3) structures into one contract, construction priority and sequence of work proposed should be well defined with regard to traffic flow and in cooperation with grading work performed under County contract.

Remarks re Section II The work to be performed with regard to Federal Funds and our subsequent request thereto will be structure work only, all other work will be under separate County contracts.

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
By State? Yes___ No X By County? Yes X No___
(NOTE: If project is canceled, County must pay for survey.)

2. Does County have any survey data? Yes X No___

3. Construction plans and specifications to be prepared:
By State? Yes___ No X By County? Yes X No___

Remarks re Section III Oregon Bridge Engineering Company, Springfield, Oregon, will prepare construction plans and perform field inspection, provide monthly estimate quantities etc. Plans will be sent to O.S.H.D. for your perusal.

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 950± ft. Minimum 270± ft.

2. Is any additional right-of-way needed? Yes X No ___

3. Will right-of-way be acquired by: Resolution ___ or Deed X

4. Should State prepare options? Yes ___ No X

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes ___ No X

6. Should material source site be included in right-of-way descriptions? Yes ___ No X

7. Is there any merchantable timber on right-of-way? Yes ___ No X

8. Will timber be reserved for owner? Yes ___ No X

9. Will timber become property of contractor? Yes ___ No X

10. Does project run inside a city? Yes ___ No X
(NOTE: If right-of-way is procured in community with post office or in an incorporated city, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.) on private land? Yes X No ___
If yes, give type and name of utility company Electric Power - Southern Pacific Co.; Gas - Southern Pacific Co. Pipelines

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes X No ___
If yes, give type and name of utility company Electric Power - EWEB

13. Are utilities on existing right-of-way by permit X, or by franchise ___?
(NOTE: County must move all utilities located on present right-of-way.)

14. Are there any irrigation facilities? Yes ___ No X
If yes, give name of irrigation company or district ___
and dates between which water can be turned off: From ___ To ___

15. Are there any railroad crossings? Yes X No ___

16. Name of Railroad Southern Pacific Company Railroad

17. Number of Tracks: Mainline 1 Siding 12 Total 13

18. Sight Distance: As indicated on attached plans (Left) _____ (Right)

19. Number of Trains: Passenger 1 Speed 50 mph
Freight 80 Speed Var.

20. Angle of Intersection: 69° 28' 45"

21. Type of Existing Crossing:
Grade ___ Overcrossing X Undercrossing ___

22. Existing Protection: N.A.
Advance Warning Signs ___ Crossbucks ___ Stop Signs ___
Automatic Flashing ___ Automatic Bell ___ Gates ___

23. Proposed Protection: Retain existing 2-lane structure

24. Will railroad crossing be altered? Yes X No ___
If yes, specify: Existing structure will be widened each side (see drawings).

25. Does County wish State to prepare P.U.C. hearing data? Yes ___ No X

26. Will P.U.C. application be made by State ___, or County X ?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

27. Will there be any displaced persons from farms, homes, or businesses requiring relocation assistance? Yes ___ No X
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days written notice prior to the intended vacation date.)

Remarks re Section IV Lane County will file a P.U.C. Application for this structure widening and will notify all responsible parties. All relocation costs will be borne by Lane County (100%). Reference is made to that document for any information not mentioned herein.

V. MATERIAL SOURCES DATA

1. Gravel X Quarry _____ Cinders _____

2. Owner: County X State ___ Private ___ Other ___

3. Location: _____ Section ___ Township ___ Range ___ W.M.

4. If County lease, what are royalty payments? None

5. Materials furnished by County: Borrow X Select Topping ___
Base Course ___ Level Course ___ Mineral Aggregates ___
Location See above
Miscellaneous Items:

Remarks re Section V Lane County will provide a possible borrow source for the embankment material needed. (Approx. 500,000 C.Y.)

VI. FINANCIAL DATA

1. Estimated Cost: $ 822,000.00
2. Available FAS Funds: $_____
3. Date match money is available: _____
4. Will there be any 100% County money? Yes____ No____
5. Maximum Amount of 100% County Money Available: $_____
6. Date County requests letting: July 23, 1970

Remarks re Section VI Costs shown applies only to structures work for items directly inherent in construction of the overcrossing structures.

UNUSUAL OR COMPLICATED CIRCUMSTANCES: The initial work proposed will be let in two different contracts. Lane County will let and administer the grading contract on or about June 1, 1970. A structure contract for the overcrossing structures involved will be let by Oregon State Highway Department on or about July 23, 1970. The design and the field inspection of said structures will be performed by Oregon Bridge Engineering Co., Springfield, Oregon. Subsequent surfacing contracts will be let by the County as deemed necessary.

By Keri E. Oneld
County Judge or Comm. Chairman

By Jesse Lee
County Commissioner

By Frank A. Elliott
County Commissioner

By H. K. Attig by Al Nemir asst.
County Engineer or Roadmaster

O.S.H.D. Field Engineer

Date_____

County_____

Date_____

HS Cox
FAS 810

NOTED
H. S. COX

99 W. - NW Expressway Sec.
Lane Co.

OREGON STATE HIGHWAY DEPARTMENT

DIVISION 3

P. O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541 Ext. 241

Mr. Gerald K. Attig, Director
Lane Co. Department of Public Works
1820 Roosevelt Blvd.
Eugene, Oregon 97402

March 26, 1970

Attention Chuck Nixon

Dear Mr. Nixon:

This letter is intended to expand and elaborate on recent correspondence and telephone conversations regarding the Beltline Road project in the vicinity of the Pacific Highway West (US99).

As our verbal understanding now stands, the county will design the temporary detour signal for inclusion in the grading contract. As indicated, it may be the permanent installation modified to serve as the detour signal. In any event, you will have the contractor prepare the installation so that the controller and railroad pre-empt equipment can be installed by State forces at the time the detour is activated. Also the signal plans will be checked by the State prior to calling for bids. A meeting can be set up for reviewing the plans in your office.

The permanent signal will be a three-phase fully actuated installation probably with a new solid state controller. The present controller is an Eagle electro-mechanical type.

In answer to your question regarding an agreement, I am, by a copy of this letter, asking Mr. H. S. Cox, County and City Engineer, to contact you directly.

He is Talking about total project as it involves State Hwy, Not just Signal Type Agreement.

RECEIVED
MAR 27 1970
ENGINEER
COUNTY & CITY DIVISION

Very truly yours,

C. T. KEASEY
Division Engineer

GLC/cw
cc P. B. Crandall
H. S. Cox
Dale Allen

RECEIVED
MAR 13 1970
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
March 13, 1970

SUBJECT: Proposed Signalization
Beltline Road Interchange
Pacific Highway West

TE 8270

To: Tom Edwards
Assistant State Highway Engineer
B U I L D I N G

8270

There is attached correspondence and a plan on the above numbered assignment. I would agree with Keasey's recommendations as to the use of signal equipment.

It is suggested that as a part of its grading contract, the County arrange for the installation of the traffic signals at the temporary detour. It is further suggested that State Forces move the controller from the existing intersection to the detour intersection at the County's expense.

As a part of their bridge contract, the County should include the moving of the existing signal equipment, less the controller, from the present intersection to the northerly intersection and care for the installation of controllers, loops, etc.

All final signal plans should be reviewed by the State Highway Division.

L. E. George
Assistant Traffic Engineer

LEG:mk

Attachments

3-18-70 Bud Hastings - Copy Keasey - Attorney General 3/17/70

NOTED
VICTOR D. WOLFE

RECEIVED
MAR 13 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Mr. Gerald K. Attig, Director
Lane Co. Department of Public Works
1620 Roosevelt Blvd.
Eugene, Oregon 97402

March 2, 1970

Dear Mr. Attig:

We have examined your proposal for the Beltline - Hwy. 99, O.E.R.R. grade separation structure, its approaches and highway interchange, and the temporary detour connection.

The signalized detour connection and proposed structure appear to be satisfactory and I am forwarding your letter and sketch map to Salem for their consideration.

There are some suggestions we would like to make on handling the signalization for this project. As you state in your letter, the permanent and temporary signalization required for the detour connection does closely parallel the signalization at the existing Beltline crossing, and it would be desirable to utilize as much of this equipment as possible for the detour.

However, the removal of the existing equipment and its reinstallation at the detour connection would require that the signal be out of operation for several days. I do not believe we can afford this risk at this high volume intersection.

I would suggest instead that all new facilities be installed at the detour location with the exception of the controller and railroad pre-empt which could be transferred from the existing to the detour location in a matter of hours instead of days.

SK

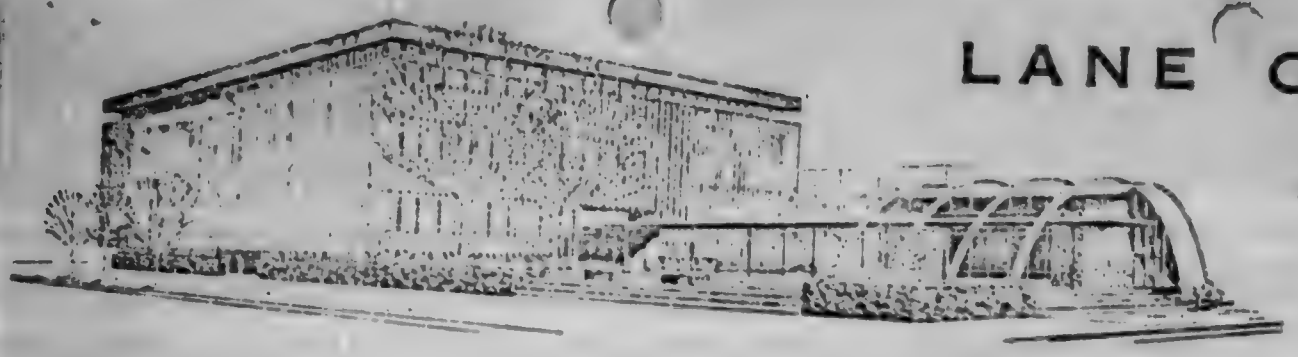
The existing facilities, i.e., poles, signal heads, etc., could then be used at the northerly connection, and very little inconvenience to traffic would result.

Your consideration of these suggestions is requested.

Very truly yours,

C. T. KEASEY
Division Engineer

CTK/cw
BC Tom Edwards
F. B. Klaboe
Dale Allen



LANE COUNTY

DEPARTMENT OF PUBLIC WORKS
1820 Roosevelt Boulevard
P O Box 2729
Eugene, Oregon 97402
Phone 688-5231

February 20, 1970

C. T. Keasey, Division Engineer
1523 S. E. Cobb Street
Roseburg, Oregon

Dear Mr. Keasey:

Re: Beltline - Highway 99

Attached, please find advance plan/profile prints detailing Lane County's proposed Beltline - Highway 99, O. E. R. R. grade separation structure, its approaches and adjacent highway interchange and other items attendant thereto.

Lane County has officially filed an application for a facility permit to cover the detour connection to Highway 99. This temporary connection is needed to provide continual and uninterrupted traffic flow through this intersection for a period of approximately fifteen (15) months or until the completion of the work involved herein.

Our tenative plans call for an issuance of grading contract on or about April 15, 1970 for all mainline and interchange work and inclusive of the construction of the detour route as the first phase thereof. This contract will be let and administered by Lane County. A second contract for the structures will be let approximately July 1, 1970. This contract will be administered by the Oregon State Highway Department with the design and inspection of said structures and all items related thereto, performed by Oregon Bridge Engineering Company of Springfield, Oregon.

Also enclosed is an 1" = 20 print of the existing and proposed channelization for Highway 99 and Beltline. Note the need for traffic control devices and the temporary intersection closely parallels the existing signalization and hence it would appear to be most desirous to relocate and utilize this equipment as much as possible. This could be worked out with allowance for permanent signalization and this site also as this will be a ramp intersection point for this folded-diamond interchange design. There is a railroad pre-empt and other inter-connects which must be included in any proposal.

Lane County has prepared and will be forwarding soon the necessary P.U.C. Application forms to Salem for their preparation of a crossing agreement order for this detour.

Gerald K. Attig, Director
Al. Driver, Assistant Director
Luther Freeman, Principal Engineer
Francis Waggoner, County Surveyor
Harold Williams, Office Manager
Wallace Whiteley, Maintenance Supt.
Orville Rice, Operations Supt.
Paul Beistel, Parks & Recreation
George Griffin, Subdivision Eng.
Ole Halderson, Bridge Supt.
John Clay, Specifications & Permits
Clair Williams, Weighmaster
Wes Rimel, Right of Way

It is our intent of this correspondence to briefly outline the work proposed, the sequence of same, and the areas where concentrated joint County-State cooperation is needed. If you have any preference as to the handling of the signalization involved herein a subsequent reply would be greatly appreciated.

If we may be of any assistance whatever in this matter feel free to contact our office.

Yours very truly,

G. K. Attig, Director
Department of Public Works

By: Charles g. Nixon
Design Engineer

CgN:kd

Enclosure

CC: Dale Allen
2141 15th Ave. East
Eugene, Oregon

File

FORM E-20 BDN 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 26, 1970

RECEIVED
JAN 30 1970
ENGINEER
COUNTY & CITY DIVISION

SUBJECT: Belt Line Road Overcrossing
at US99
Lane County

To: Len L. Wallace
Assistant Bridge Engineer

B U I L D I N G

On January 23, 1970 you requested that the Traffic Engineering Division review the lane requirements for US99 at the proposed Belt Line Road Overcrossing. Attached is a copy of the projected 1990 traffic volumes based on data developed by the Eugene-Springfield Area Transportation Study.

The four 12 foot lanes with a 16 foot median and 10 foot shoulders shown on the plans will be adequate for 1990 traffic. The 16 foot median can be used for a left turn lane. A double left turn lane will not be required.

It was noted during the review that the structure over US99 contains a 12 foot acceleration lane for eastbound traffic, but a deceleration lane for westbound off-ramp traffic is not provided. We are aware that a folded diamond interchange is being contemplated; however, the distances involved in this design are not known. It is recommended that consideration be given to provide a deceleration lane for this off-ramp.

Robert L. Schroeder
Assistant Traffic Engineer

RER:bls
Attachment

RECEIVED
JAN 27 1970
BRIDGE DIVISION

FILED
L. L. WALLACE

NOTED
DON HARWELL

Order #46497

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 281

RECEIVED
DEC 30 1969
LEGAL - RIGHT OF WAY

In the matter of the application of LANE COUNTY for authority to construct a crossing at grade with the tracks and right-of-way of OREGON ELECTRIC RAILWAY COMPANY, at or near Eugene in Lane County in Section 15, Township 17 South, Range 4 West, Willamette Meridian.	ORDER

The above-entitled matter was duly heard on November 24, 1969, at Eugene, Oregon, before Frank Stinemeyer, examiner for the commissioner. The following appearances are of record herein:

For Petitioner:

Michael E. Murphy
Deputy District Attorney
Lane County
In behalf of Lane County

For Respondent:

Richard A. Franzke, Attorney
Portland, Oregon
In behalf of Oregon Electric
Railway Company

For Commissioner:

Thomas Y. Higashi
Assistant Attorney General
Salem, Oregon
In behalf of the Public Utility
Commissioner of Oregon

On November 27, 1964, by order #40513, commissioner authorized petitioner, Lane County, to construct and maintain a crossing at grade for a period expiring on November 27, 1969. On July 21, 1965, by order #41724, certain corrections were made of the legal description of the crossing.

The crossing so authorized is located at a point in the northwest quarter of the northwest quarter of Section 15, T 17 S, R 4 W, W.M. and the center line of the crossing intersects the center line of Oregon Electric Railway Company's mainline track at Belt Line Road Station L^4 23 + 15.6 POC and said railway's Survey Station 6189 + 55.34 at railroad mile post 137.7 and at an angle of 83° 30' measured in the southeast quadrant.

On November 20, 1969, by order #46389, commissioner authorized an extension of time for expiration of authority to run to December 19, 1969, in order to permit further consideration at public hearings of application of petitioner to further extend such termination date. Copies of such order, which also set the matter for hearing and provided notice of hearing, were duly served upon the Oregon State Highway Commission and upon the Oregon Electric Railway Company.

Evidence was adduced in behalf of petitioner, the hearing was completed and the matter submitted for determination. Based upon the evidence and record, it is found that:

The parties affected by this proceeding are the identical parties, and are affected in the same manner, as found in order #40513, and the crossing in question is the same crossing authorized by said order, as corrected by order #41724.

The crossing is protected by commissioner's standard No. 2 flashing light signals with gongs, as authorized by order #40513. All costs of maintenance of said crossing and approaches and signals were, by said order and by stipulation therein, to be at the expense of petitioner, and to continue as such at all times that petitioner is authorized, by this order, to maintain such crossing.

Petitioner supplied sufficient proof of its ability to undertake construction of a structure which will provide a crossing of respondent's track above grade when completed. Funds have been allocated from available county, state and federal sources to assure completion of such overcrossing in approximately 15 months from date of hearing herein.

During the period of construction of such overpass, it will be necessary for petitioner to provide a detour around the overpass structures and to seek authority in a further application to commissioner for permission to maintain a temporary crossing over respondent's mainline track where such detour will be required to cross the same. Petitioner's bid and construction schedule is such that application for such temporary crossing authority should be filed on or before April 1, 1970, and such filing will permit investigation, hearing and determination of such application prior to June 15, 1970.

Traffic studies made of conditions at the subject crossing disclose that average daily traffic counts have increased considerably in the past two years, but are expected to remain about constant, with very slight increase expected during the coming year.

Although, since entry of order #40513, two additional train movements, one in each direction, have been added to respondent's schedule, the movements are between the hours of 2 a.m. and 6 p.m., when traffic is minimal on Belt Line Road. No serious accidents have been reported at the crossing since the date of authorization and present signalization will continue to provide sufficient protection on a temporary basis to justify continuation of the crossing until petitioner can file its further application, and until determination of such application. Such further hearing will afford commissioner an opportunity to provide such safeguards at the crossing or temporary crossing as circumstances require.

Extension of time for an additional period beyond December 19, 1969, is reasonably justified and will permit petitioner to proceed on an orderly schedule with the construction of such overpass. It is accordingly concluded

That petitioner should be authorized to continue maintenance of the subject crossing, with the present signalization, and under all present provisions, with respect to paying for costs of maintaining the crossing and signal, until June 15, 1970. It is therefore

ORDERED that the application of Lane County for extension of authority to maintain a crossing at grade with the tracks and right-of-way of Oregon Electric Railway Company, at or near Eugene, Section 15, T 17 S, R 3 W, W.M., in Lane County, Oregon, be and the same hereby is granted under the following terms and conditions:

1. That on or before April 1, 1970, petitioner file with the commissioner its application for authority to establish a temporary crossing over a detour, as proposed, to by-pass the structures of an overpass crossing which will, when completed, make unnecessary authority for a crossing at grade on Belt Line Road over respondent's main tracks.

2. That at the time of filing said application, petitioner submit with the application, in addition to all other items required by commissioner's rules, proof of the progress and time table of construction of such overpass structure and all other proof of traffic conditions as will permit the commissioner to impose all necessary safeguards in connection with the maintenance of temporary crossing.

3. That petitioner shall continue to reimburse respondent for all expenses of maintenance of the crossing and of PUC standard No. 2 flashing light signals with gongs, ordered for protection of said crossing.

4. The authority to maintain the grade crossing herein permitted shall expire and terminate automatically on June 15, 1970, unless commissioner shall, for good cause, otherwise direct.

And it is further

ORDERED that the original designation of this crossing, being No. 3-E 137.7, shall continue to be assigned to it; and it is further

ORDERED that this order shall be effective on the date of its execution.

Made and entered DECEMBER 22 1969.

Ann R. Hailey
Public Utility Commissioner

PUBLIC UTILITY COMMISSIONER OF OREGON

RECEIVED
NOV 21 1969
ENGINEER
COUNTY & CITY DIVISION

Order # 46389

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 281

In the matter of the application of LANE COUNTY for authority to construct a crossing at grade with the tracks and right-of-way of OREGON ELECTRIC RAILWAY COMPANY, at or near Eugene in Lane County in Section 15, Township 17 South, Range 4 West, Willamette Meridian.	ORDER AND NOTICE OF HEARING

On November 27, 1964, commissioner's order No. 40513 was entered and made effective in the above matter. By such order, petitioner, Lane County, was granted authority to construct and maintain the grade crossing subject to this proceeding for a period to expire and terminate automatically within five years from the effective date of said order unless the commissioner extends time to permit completion of separation structure or structures. Date of termination of authority to maintain said crossing expires on November 27, 1969.

Current investigations by commissioner's staff disclose that petitioner and respondent have been unable to stipulate to terms which are acceptable for commissioner's approval so as to support entry of an order extending time for completion of separation structures.

It appearing that a hearing is immediately required, in the public interest, to resolve the status of the rail crossing subject to this proceeding, good cause appears for commissioner to fix time for hearing upon less than statutory notice and pursuant to ORS 756.530 and that termination of the authority to maintain said crossing is extended to and including December 19, 1969; it is therefore

ORDERED that the termination date of authority to maintain a grade crossing by Lane County as found in order No. 40513 is extended to and including December 19, 1969; and it is further

ORDERED that petitioner and respondent shall appear at the following time and place before an examiner for the commissioner for the purpose of presenting further matters and proof as will enable the commissioner to determine what action must be taken in the public interest with respect to extending or terminating authority for maintenance of such crossing; and it is further

ORDERED that petitioner and respondent appear by their duly-qualified agents and representatives for the purpose of presenting the above matters at public hearing to be held as follows:

On: Monday, November 24, 1969

At: 9:30 a.m.

At: Mezzanine A - Harris Hall
Lane County Courthouse
Eugene, Oregon

Made, entered and effective NOVEMBER 20 1969.

Sam R. Hilley
Public Utility Commissioner

PUBLIC UTILITY COMMISSIONER OF OREGON

S-119(13) Orleans-Lake Cr. Sec., of the Corvallis-Lebanon Hwy. (Struct., pav., grading & signing) [redacted]

1970

#7481

RR-633
C&A-3763

7481 — 3-11-74

STATE COPY 5

cc: OSHD (H S Coulter)
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
S-119(13)	Linn	Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Grading and paving of 2.7 miles of roadbed, construction of 4 reinforced concrete slab span bridges and installation of permanent signing with supports on 6.34 miles of highway, on the Orleans-Lake Creek Section of the Corvallis-Lebanon Highway. The project begins at the east city limits of Corvallis and ends 3.5 miles west of the Pacific Highway in Linn County.

COPY SENT

MAR 19 1974

REGIONAL OFFICE

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
Morse Bros., Inc.	$ 2,098,478.50

7. CERTIFICATION: *I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE *(SHD Official)* R. W. Hurley — 3-14-74 Comat.

TITLE Asst Engr - Constr

NOTED
H.S. COULTER

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width _____ feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
Y002 6203	3.478 2.563		X020 (4 structures)	0.154

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY	11. DATE OF INSPECTION
C. Jencks, Highway Engineer Trainee	7-18-72

12. IN COMPANY WITH
J. Walker, G. Wiser, K. Oliver, OSHD.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE		16. SIGNATURE G. K. Hosaner — Original signed by G. K. Hosaner Dist. Engineer	
14. TITLE	15. DATE 3-6-74	17. TITLE District Engineer	18. DATE 3/11/74

FORM PR-33C
(Rev. 7-72) Previous editions of this form are obsolete

BURLINGTON NORTHERN

7481

ENGINEERING DEPARTMENT
Portland Region

1101 N.W. Hoyt Street
P. O. Box 571
Portland, Oregon 97207
Telephone (503) 228-9111

May 25, 1973

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. J. E. Chidsey, P.E.

Re: Crossing Gate Installation
Orleans-Lake Creek Section
Corvallis-Lebanon Highway, Linn County
Contract No. 7481, Project No. S-119(13).

Gentlemen:

The 35 foot black and white crossing gate arms on signal installation on captioned project were replaced with crossing gate arms striped on both sides with 16-inch alternate diagonal reflectorized stripes of red and white on May 4, 1973, in compliance with Section 4F-4 of the Uniform Traffic Control Devices for Streets and Highways as adopted by the U. S. Department of Transportation in 1971, as requested in your letter of September 28, 1972.

Very truly yours,

H. F. MOY
Director, Engineering

WVC/nrs

File: AFE F 71-9
037

xc: L. V. Topaz - PUC
G. L. Green - FHWA
R. L. Schroeder
L E George
L H Young
J. L Sollis
C T Kinney
Co Fredericksen

NOTED
R. L. SCHROEDER

RECEIVED
MAY 30 1973
Office of State Highway Engineer

RECEIVED
MAY 29 1973
UTILITY UNIT

NOTED
J. M. CARTWRIGHT

NOTED
J. E. CHIDSEY

7481

February 9, 1973

General Insurance Co. of America
1500 S. W. 1st
Portland, Oregon 97201

Gentlemen:

A post-final payment for $470.12 will be made to Morse Bros., Inc., on Contract No. 7481 for work on the Crissman-Lake Creek Section of the Corvallis-Lebanon Highway in Linn County as soon as the warrant is prepared.

The total amount paid on this contract will be $2,072,854.46 including the post-final payment. Of the total $22,177.39 is for force account.

Very truly yours,

C. W. Read, Secretary
OREGON STATE HIGHWAY COMMISSION

fbm

cc Morse Bros., Inc.
P. O. Box 7
Lebanon, Oregon 97355

C. T. Keasey
Walt Hart
V. E. Skoog Attn: W. L. Manner
C. O. Freiriksen

7481

February 6, 1973

General Insurance Co. of America
Portland Service Office
1500 S. W. First
Portland, Oregon 97201

Gentlemen:

Contract No. 7481 awarded to Morse Bros., Inc., for work on the Orleans-Lake Creek Section of the Corvallis-Lebanon Highway in Linn County was completed on October 25, 1972, and accepted by the Highway Commission on January 31, 1973.

Final payment in the amount of $4,822.34 will be released to the contractor after February 11, 1973. The total contract amount is $2,872,384.36 including $21,707.27 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Reed, Secretary
OREGON STATE HIGHWAY COMMISSION

hs

cc: Morse Bros., Inc.
P. O. Box 7
Lebanon, Oregon 97355

bc: C. Y. Kenney
Walt Hart
V. E. Shoog
Attn W. L. Hosmer
C. O. Fredrickson

7481

February 1, 1973

TO Oregon State Highway Commission

FROM V. S. Kidnes
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7481 Work Completed October 25, 1972

Project Orleans - Lake Creek

Highway Corvallis - Lebanon County Linn

Type of Work Grading, Paving, Structures and Signing

Contractor Morse Bros., Inc.

Recommended Acceptance Date January 31, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on March 6, 1973 for your formal concurrence.

VG:dgk

cc: C. W. Head
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

#7481

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Orleans-Lake Creek		WEEK ENDING: Nov. 18, 1972
		SECTION PREFIX: 122-1036
HIGHWAY: Corvallis-Lebanon		COUNTY: Linn
NAME OF JOB: Orleans-Lake Creek	KIND OF WORK: grading, paving, structures & signing	
CONTRACTOR: Morse Bros.	CONTRACT NUMBER: 7481	FEDERAL AID PROJECT NUMBER: S-119(13)
DATE OF CONTRACT: 9/11/70	DATE WORK STARTED: 9/17/70	~~EXPIRATION~~ COMPLETION DATE: 10/25/72
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 275	CALENDAR DAYS USED 348
PROJECT AUTHORIZATION: $2,411,750	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 127
EXCLUSIVE OF ENGINEERING: $2,240,248	ENGINEERING AUTHORIZATION $171,502.28	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $2,107,500	ENGINEERING COST TO DATE $169,800	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 94
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN - 5.9 %	PERCENT OF AUTHORIZATION 99 %	DATE PROJECT WAS COMPLETED: Oct. 25, 1972

semi-final estimate submitted 8/2/72
post semi-final estimate submitted 11/14/72

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	signs	seed & mulch
100	100	100	100	100		100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.7	2.7			2.7
MILES PARTIALLY COMPLETED	0	0			0
MILES COMPLETED	2.7	2.7			2.7
TOTAL ESTIMATED QUANTITIES (CONTRACT)	231,000 cy	16,650 T			78,990 T
TOTAL QUANTITIES CORRECTED TO DATE	211,330	24,053			82,425
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	same	same			same
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	12205B	9413	9414	12208B				
PERCENT	100	100	100	100				

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				Project completed
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Keusey Young Pease Bond Walker Glenn Johnson Litchfield Berg

RECEIVED
NOV 20 1972
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY Nov 13	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final estimate previously submitted.
Post semi-final estimate mailed to Region Office on Nov. 14th.

PROJECT COMPLETED

FINAL REPORT

Keats Oliver

SIGNED Keats Oliver, Res. Engr. LOCATION Albany

by Leon Goodrich

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-7216

UTILITY UNIT

FOR FILING

OREGON STATE HIGHWAY DIVISION

7481

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

September 28, 1972

Burlington Northern Inc.
1101 N. W. Hoyt Street
Portland, Oregon 97207

ATTENTION: Mr. H. F. Hoy

Re: Crossing Gate Installation
Orleans-Lake Creek Section
Corvallis-Lebanon Highway
Linn County
Contract No. 7481
Project No. S-119(13)
Your File: 037

Gentlemen:

Early in 1972 you completed the installation of crossing gates on the above captioned project. In accordance with standards then in effect, you installed black and white crossing gates on your crossing signals.

We have been advised by the Federal Highway Administration that black and white is no longer in accordance with the manual on Uniform Traffic Control Devices for Streets and Highways as adopted by the U.S. Department of Transportation in 1971. Section 4F-4 of this manual provides in part:

> "The Railroad-Highway grade-crossing gate arms shall be striped on both sides with 16-inch alternate diagonal reflectorized stripes of red and white".

Before this project will be accepted by the Federal Highway Administration, the existing black and white gates must be replaced with red and white crossing gates in accordance with this standard.

The cost of making this change is fully reimbursable in accordance with PPM 30-3 and all supplements thereto.

Please proceed with this replacement as soon as possible.

Very truly yours,

ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
cc: L. V. Topas - PUC
G. L. Green - FHWA
R. L. Schroeder
L. E. George
L. H. Young
V. E. Skoog
J. L. Sollis
C. T. Keasey
J. B. Boyd
J. W. Valentine

Keats Oliver

NOTED
R. L. SCHROEDER

RECEIVED
SEP 29 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
AUG 14 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 11, 1972

TO Mr. C. T. Keasey
Construction Engineer
B U I L D I N G

7481

FROM ORIGINAL SIGNED BY
L. L. ACDURRY
L. N. Young
Programming Engineer

SUBJECT Retained Percentage Reduction
Orleans-Lake Creek Section
Contract No. 7481

In reply to your letter of August 9, 1972 regarding the subject matter, the procedure under which we presently operate is to retain the 5% retainage on all unchecked items. As the various items are checked the retainage on these items is released to the contractor with the reservation that the retainage shall never be reduced below an amount equal to 200% of the cost of the work remaining to be performed including corrective work and/or penalties.

The prechecking procedure makes an early reduction of retainage possible.

On the subject contract data has been submitted and checked which would allow, under the above-stated practice, the reduction of the retainage from $104,000 to $63,000. This reduction has been made. As further data is submitted and checked the retainage will be further reduced as above outlined.

We would be glad to discuss this further with you if you think modification of this practice should be made.

RNA:bb

cc: A. E. Johansen
J. R. Boyd

RECEIVED
AUG 10 1972
FOR FILING

7481

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 9, 1972

To: L. H. Young
Programming Engineer

SUBJECT: Retained Percentage Reduction
Orleans-Lake Creek Section
Contract No. 7481

FROM: C. T. Keasey
Construction Engineer

NOTED
A. E. JOHNSON

Attached is correspondence from G. W. Wimer and Resident Engineer Keats Oliver and from Morse Bros., Inc., prime contractor on the subject project, requesting that the retained percentage be reduced to the minimum allowable.

It appears that the only remaining work on the project is a minor amount of seeding and mulching which will be done when better planting weather is available this fall. Total amount of the remaining work to be done is $608 which would require a retention of $1,216 equal to double the value of the remaining work.

I recommend that this reduction be made.

RECEIVED
AUG 9 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

CTK:fw
Attach.
cc A. E. Johnson
J. B. Boyd

(2)

FORM S-33 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 3, 1972

To: C. T. Keasey
CONSTRUCTION ENGINEER

SUBJECT: Retain Percentage Reduction
Orleans-Lake Creek Section
Contract #7481

Attached is a July 19, 1972 letter from Morse Bros., Inc., Office Manager, R. H. Bellinger, requesting reduction of the retained percentage on the Orleans-Lake Creek Project. This project is completed except for a minor amount of ~~cedar~~ seeding and mulching that will be done in better planting weather this fall. The project is presently on a suspension of work order for this purpose. The semi-final is in the process of being submitted.

As quickly as the semi-final can be checked, it is the recomendation of this office that the retained percentage be reduced to the full extent provided in Section #109.09 of the standard specifications. According to Resident Engineer Keats Oliver's July 31, 1972 letter it should be necessary to only retain double the $608 of remaining work.

Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/sr

cc: Keats Oliver

Routing

Keasey K — Pease

Bond 2 — Glenn

Walker — Litchfield

Johnsen — Berg

RECEIVED
AUG 7 1972
CONSTRUCTION SECTION

FORM B-302—600—7-61 SP 22337-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE 122-1036

3400 Spicer Road, Albany
July 31, 1972

To: J B Boyd
Regional Engineer
Salem

SUBJECT: Orleans-Lake Creek sect
Corvallis-Lebanon Hwy
Contract # 7481
Semi-final Estimate

The detail map and transit notes are being held by this office because center line monumenting has not been completed.

The "As Constructed" F A sheets are being held by this office because seeding and mulching work has not been completed on this project. The work will be done during the fall planting season.

Work remaining to be done:

1.90 acre seeding @ $100.00	=	$ 190.00
1.90 acre mulching @ 150.00	=	285.00
760 # fertilizer @ 10¢	=	76.00
57 # seed mixture @ $ 1.00	=	57.00
Total		$ 608.00

It is recommended by this office that the contract retained amount be reduced to $ 1,216.00, which is 200% of the contract work remaining as per section 109.09 of the Standard Specifications.

Keats Oliver
Resident Engineer

1 copy Semi-final est.

HARRISBURG
P. O. BOX 205
PHONE 995-6336

LEBANON
P. O. BOX 7
PHONE 258-8141

CORVALLIS
P. O. BOX 1126
PHONE 752-3428

SWEET HOME
4104 GREEN RIVER RD.
PHONE 367-6174

MORSE BROS., INC.

July 19, 1972

Oregon State Highway Dept.
3400 Spicer Rd.
Albany, Oregon

ATTN: Keats Oliver

Re: OSHD Contract
Orleans-Lake Creek

Dear Sir:"

Reference is made to the retention being withheld on the above named project.

We hereby request your approval for a reduction in the retention to an amount sufficient to cover the minor work of seeding & mulching which is all that remains to be done on this project.

Very truly yours,

MORSE BROS., INC.

R. H. Bellinger,
Office Manager

RHB:ms

RECEIVED
JUL 20 1972
KEATS OLIVER
RES. ENGR.

RECEIVED

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

S-119(13)
7481

HIGHWAY BUILDING • • • SALEM, OREGON Phone 378-6511, 97310

February 24, 1972

Burlington Northern, Inc.
1101 N. W. Hoyt Street
Portland, Oregon 97207

ATTENTION: Mr. H. F. Moy

Re: Crossing Gate Installation
Orleans-Lake Creek Section
Corvallis-Lebanon Highway
Linn County
Project No. S-119(13)
Contract No. 7481
Your File: 037

Gentlemen:

In my letter to you dated February 17, 1972, I stated that the guardrail will be installed protecting the flashing light signals and crossing gates in such a manner that the leading edge is curved into the ground to prevent impalement of vehicles.

I wish to clarify that statement and advise that the guardrail will be installed in conformance with our current standard Drawings No. 2126A and 2126B, copies of which are attached hereto.

An examination of these drawings will show that the guardrail end will not be buried but will be flared with a Type B end piece.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
cc: L. V. Topaz-PUC w/attachments
R. L. Schroeder
L. E. George
J. B. Boyd w/attachments
Keats Oliver
F. W. Sugnet

NOTED
R. L. SCHROEDER

RECEIVED
FEB 24 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-123

RECEIVED
FEB 22 .972
UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

S-119(13)
7481

HIGHWAY BUILDING • • • SALEM, OREGON Phone 378-6511 97310

February 17, 1972

Burlington Northern, Inc.
1101 N. W. Hoyt Street
Portland, Oregon 97207

ATTENTION: Mr. H. F. Moy

Re: Crossing Gate Installation
Orleans-Lake Creek Section
Corvallis-Lebanon Highway
Linn County
Project No. S-119(13)
Contract No. 7481
Your File: 037

Gentlemen:

This is in response to your letter dated January 31, 1972, with which you include a sketch showing the proposed crossing gate installation on the above captioned project at grade crossing No. 3E-104.0.

We have examined your sketch and are returning a copy herewith with our comments indicated thereon.

We approve the installation as proposed with the understanding that there will be 20-foot cantilever arms on the flashing light signals and with the understanding that the guardrail will be installed in such a manner that the leading edge is curved into the ground to prevent impalement of vehicles.

The use of 35-foot crossing gates is approved with the understanding that traffic behavior will be studied after installation to observe if attempts are made to drive around the gate in its down position. If such a condition does develop, a suitable means of effecting a positive barrier will be devised through consultation of the Public Utility Commissioner's office, the Railroad and the State.

TWL:dl
Enclosure
cc: Mr. L. V. Topaz - PUC
R. L. Schroeder
L. E. George
J. B. Boyd
Keats Oliver
F. W. Sugnet

RECEIVED
FEB 17 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

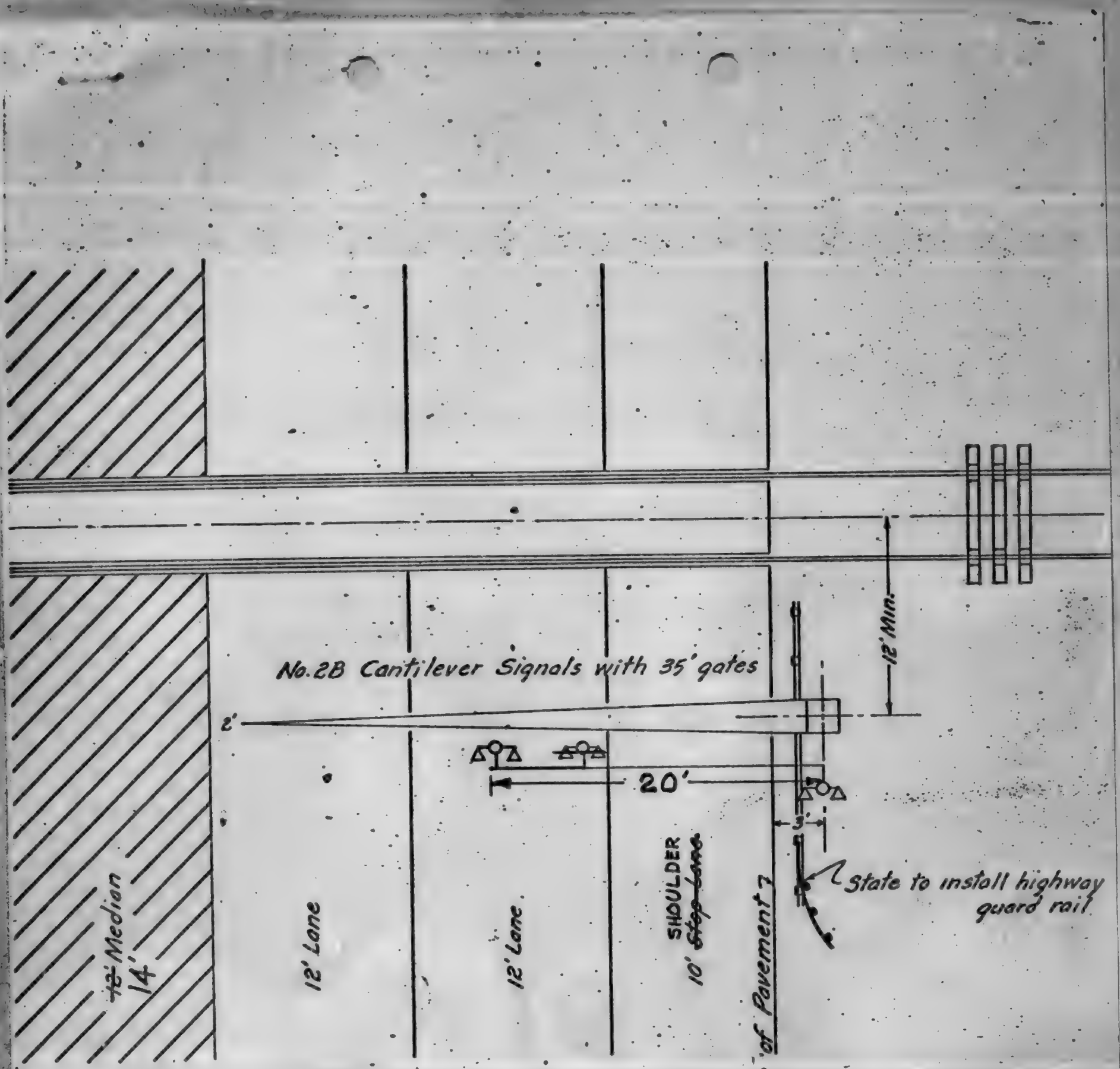
George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

NOTED
R. L. SCHROEDER

Form E-123



Burlington Northern Inc.

Sketch of Proposed Signal and Gate Installation, Corvallis - Lebanon Highway Crossing

Scale: 1/8"=1'0" Jan. 27, 1972

7481

Form E-208—8M

STATE COPY

APPROVED EFFECTIVE DATE 2-8-72
Payment upon modification of pro-
ject agreement if additional funds are
required

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

D. K. Hansen
Dist. Supt.

TO BE PERFORMED ON FORCE ACCOUNT BASIS

DATE 2-16-72

FEDERAL HIGHWAY ADMINISTRATION Date Feb 9, 19 72

Project Name Orleans-Lake Creek

Highway Corvallis-Lebanon — Contract No. 7481

County Linn — Prefix 122-1036

Contractor Morse Bros. Inc. — F. A. Project No. S-119(13)

Address P O Box 7, Lebanon, Oregon, 97355 — Order No. 7

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Temporary work as ordered by the engineer to restore 4 lanes of traffic through flood damaged area and restore flood damaged approach to public road.

to Const. 3-20-72

Not chargeable to secondary project and will be transferred to emergency relief fund.

NOTED
A. E. JOHNSON

RECEIVED
MAR 17 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Location by station numbers:

Station 28 to station 64 at directed locations.

Estimate of quantities and cost:

materials: Class "B" A C 30 tons at $ 6.50 FOB plant	=	$ 195.00
1½"-0 crushed aggregate 50 tons @ 2.25 FOB jobsite	=	112.50
¾"-0 crushed aggregate 30 tons@ 2.25 FOB jobsite	=	67.50
Equipment rental	=	1125.00
labor		500.00
TOTAL		2,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Flood waters undermined portions of A C pavement and washed away shoulder material at edge of pavement. Cost of this work to later be transferred to emergency relief fund.

NOTED
JOM EDWARDS

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 2,411,750.80
Present estimate of project cost, including $ 2,000.00 for work under this order	$ same
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approval Recommended: Division Engineer

Approved: Deputy State Highway Engineer, Assistant State Highway Engineer or

RECEIVED
DEC 1 - 1971
FOR FILING

S-119(13)
7481

December 1, 1971

Mr. N. Heins
Route 3, Box 689
Albany, Oregon 97321

440

Dear Mr. Heins:

Upon receipt of your letter of November 22, an investigation was made of Highway 34 at the Oakville Road intersection.

Since our investigation disclosed that accidents had occurred by persons not stopping at the stop sign, all signs were cleaned and washed and additional delineation was installed for the stop bars where Oakville Road intersects the highway.

Our Resident Engineer in charge of this project is Mr. Keats Oliver, 3400 Spicer Road, Albany, and his phone number is 926-5571. I would appreciate it if you would contact Mr. Oliver if you observe conditions which you believe merit further attention.

We appreciate your interest in traffic safety and thank you for calling our attention to conditions which warranted correction.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

AEJ:ja

bc R. L. Porter
Tom Edwards
F. D. Morgan
J. B. Boyd
Keats Oliver

FORM S-80 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 29, 1971

To: A. E. Johnson
ASST. STATE HIGHWAY ENGINEER

SUBJECT: Traffic Complaint
Mr. Heins, Albany
Orleans Lake Creek Section
Corvallis-Lebanon Highway
Assignment AEJ-440

After our phone conversation of November 24, Don Goodrich and the survey crew of Mr. Keats Oliver's crew immediately went to the Oakville Road intersection.

They reported the accidents occurred by persons not stopping for Highway 34. They washed all signs and placed additional tape for stopbars.

By a copy of this letter I am instructing Keats Oliver to continue to watch and make whatever corrections appear necessary to protect traffic until permanent signs are installed.

A rough draft reply is attached to Mr. Heins.

L. B. Boyd
REGIONAL ENGINEER

JBB/jc

Attach.

cc: Keats Oliver: Permanent signs should be installed as soon as practical. Meanwhile, take whatever steps are needed for guiding traffic.

cc F. D. Morgan

RECEIVED
NOV 30 1971
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
admin
BY SECRETARY

RECEIVED
NOV 2 3 1971
OREGON
STATE HIGHWAY COMMISSION

Rt. 3 Box 869
Albany, Ore. 97321
Nov. 22, 1971

Hiway Commission
Salem, Ore

Sirs:

Cotsoul trucks began working on No. 34, at the Calapooia River on Fri. morn. Long strings of lights were placed, but the turn, or the place where the Oakville Rd. crosses No. 34, especially at night, is very indistinct.

Sat. morn a new pick up was in a deep ditch. Sun. a car was stuck. This morning another car is located partially in the ditch. Thus far we have [illegible] no deaths or injuries. With another heavy traffic movement this week-end I would suggest better marking for the turn to Albany. Fog makes it even more difficult on occasion.

Yours truly,
Norbert Heins

RECEIVED
NOV 23 1971
OFFICE OF
STATE HIGHWAY E

7-9-71

Order No. 71-389

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-315

In the Matter of the Application of the State of Oregon, by and through its State Highway Commission for authority to alter a crossing at grade over the tracks and right of way of Oregon Electric Railway, known as the Corvallis-Lebanon Highway Grade Crossing Alteration project in the SW¼ SE¼, Section 34, T. 11 S., R. 4 W., W. M.	SUPPLEMENTAL ORDER

On July 6, 1965, the commissioner issued Order No. 41712 on the above file. On December 4, 1970, upon petition of the State Highway Commission, the commissioner issued Order No. 70-778, which amended Order No. 41712.

On July 2, 1971, the State Highway Commission petitioned the commissioner to issue a supplemental order to the amended order issued December 4, 1970 (Order No. 70-778). The purpose of the petition was to allow opening of the new four lane facility prior to the installation of the automatic signalization prescribed in Order No. 70-778. The petition set forth certain conditions for such opening.

Copies of the petition were duly served upon the Oregon Electric Railway Company and Linn County, Oregon. No objection by any party has been made to the granting of the petition.

Based upon the petition, the files and field investigation of the commissioner, it is found that the petition should be granted upon the following terms and conditions. It is therefore

ORDERED that authority to open the crossing to vehicular traffic prior to the installation of the automatic signalization prescribed in commissioner's Order No. 70-778, dated December 4, 1970, is granted subject to the following conditions:

(1) Interim signalization shall consist of relocation of the existing commissioner's standard No. 2 flashing light signals and flashing yellow advance

warning lights and signs to appropriate locations on each approach to the tracks on a detour route consisting of that part of the finished roadway which will become the westbound lanes of the new four lane facility. Such relocation shall be commenced about July 15, 1971, and shall remain until approximately August 15, 1971.

(2) Upon completion of the total four lane facility, the commissioner's standard No. 2 flashing light signal and flashing yellow advance warning light and sign facing eastbound traffic will be moved from what will have become the median area of the completed roadway to an appropriate location on the southerly side of the completed highway facing eastbound traffic.

(3) Except when the contractor is working in the area of the grade crossing paving the final lift of asphaltic concrete, the inside lanes of both east and westbound traffic and median area shall be barricaded. Traffic shall be forced to use the outside lanes of the highway across the tracks. The traffic across the crossing shall be limited to one lane in each direction by use of heavy Highway Division type two barricades.

(4) Authority to maintain the crossing under the interim signalization ordered herein shall expire upon the installation of the automatic signalization ordered in Order No. 70-778.

(5) Petitioner shall inform the commissioner upon the installation of the interim protection and upon final installation of the automatic signalization as set forth in Order No. 70-778.

(6) Petitioner shall bear all costs of the interim measures ordered herein.

Made, entered and effective JULY 9 1971.

PUBLIC UTILITY COMMISSIONER OF OREGON

DIARMUID F. O'SCANNLAIN
Public Utility Commissioner

6-25-71

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-315

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to alter a crossing at grade over the tracks and right of way of Oregon Electric Railway, known as the CORVALLIS-LEBANON HIGHWAY GRADE CROSSING ALTERATION project in the Southwest Quarter of the Southeast Quarter (SW 1/4 SE 1/4) of Section 34, Township 11 South Range 4 West, Willamette Meridian Linn County, Oregon.	PETITION FOR SUPPLEMENTAL ORDER No. 41712

On July 6, 1965, the Public Utility Commissioner issued Order No. 41712 on the above file. On December 4, 1970, upon petition of the State Highway Commission, the Public Utility Commissioner issued Order No. 70-778, which amended Order No. 41712.

The State Highway Commission now wishes to petition the Commissioner for a supplemental Order to the Amended Order issued December 4, 1970. The reason that the supplemental Order is sought is, that the signals to be installed at this crossing will not be available when the four-lane facility is constructed and open to traffic. As the adequate signalization for this crossing will not be available when it is open to four-lane traffic, the State Highway Commission requests that a supplemental Order be issued, based on the following information.

The original Order as amended, provided for the installation of permanent signalization at the above crossing, which permanent signalization would consist of PUC Standard No. 2B

cantilever flashing light signals and PUC Standard No. 4 crossing gates.

It is proposed that interim signalization from approximately July 15, until November 1, 1971, be installed and the traffic pattern at the crossing be set up as follows.

The existing traffic lanes occupy what will in the future be the two eastbound lanes of the completed highway. The westbound lanes are presently being constructed and will be completed, except for the top lift of asphaltic concrete, by about July 15, 1971. At that time, traffic will be moved from the existing highway to the new westbound lanes which will function as a two lane highway until the eastbound lanes are completed. The existing PUC Standard No. 2 Flashing Light Signals and Flashing Yellow Advance Warning Lights and Signs should be moved to appropriate locations on either side of the westbound lanes for the duration of their use as a two-way facility, as shown on the Stage I Drawing. Said drawing is marked Exhibit A attached hereto, and by this reference made a part hereof.

On about August 15, 1971, the eastbound lanes will be complete, except for the top lift of asphaltic concrete. At that time, the roadway will have four lane capability. The PUC Standard No. 2 Flashing Light Signal and Flashing Yellow Advance Warning Light and Sign facing eastbound traffic will be moved from what will have become the median area of the completed roadway to an appropriate location on the southerly side of the completed highway facing eastbound traffic. This is shown on the Stage II

Drawing marked Exhibit B attached hereto, and by this reference made a part hereof. Except when the contractor is working in the area of the grade crossing paving the final lift of asphaltic concrete, the inside lanes of both east and westbound traffic lanes and median area will be barricaded. Traffic will be forced to use the outside lanes across the tracks. Westbound traffic will use the northerly most traffic lane of the westbound lanes, and the eastbound traffic will use the southerly most lane of the eastbound lanes. The purpose of this is to limit the crossing at this point to one lane of traffic in each direction, which can still be adequately served by the Standard No. 2 Flashing Light Signals and Flashing Yellow Advance Warning Lights and Signs.

This traffic pattern as outlined above, will prevail until PUC Standard 2B cantilever flashing light signals are installed. PUC Standard No. 4 crossing gates will be installed as soon as they are available following the completion of the project.

WHEREFORE, petitioner prays for a supplemental Order in conformity with this petition and for such further Order or Orders as may be necessary under the premises.

DATED at Salem, Oregon this_____day of_____, 1971.

STATE OF OREGON, by and through
Its State Highway Commission

L. I. LINDAS
Assistant Attorney General & Counsel
for the State Highway Commission

By_____
JACK L. SOLLIS
Assistant Attorney General

STATE OF OREGON)
) ss.
County of Marion)

I, Tom Edwards, being first duly sworn, say that I am the Deputy State Highway Engineer for the Oregon State Highway Commission and that the foregoing Petition is true as I verily believe.

_____
TOM EDWARDS

Subscribed and sworn to before me this_____day of _____, 1971.

_____
Notary Public for Oregon
My Commission expires:

I certify that the above is a true and correct copy of the foregoing Petition and the whole thereof.

_____
JACK L. SOLLIS
Assistant Attorney General

RECEIVED
MAY 26 1971
ROADWAY ENGINEERING

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

S-119(13)

HIGHWAY BUILDING • SALEM, OREGON • 97310 PHONE 378-6511

7481

May 21, 1971

Oregon Electric Railway Company
1101 N. W. Hoyt Street
Portland, Oregon 97207

366

ATTENTION: Mr. H. F. Moy

Gentlemen:

RE: Work by Railroad Forces
Orleans-Lake Creek Section
Corvallis-Lebanon Highway
Linn County
Contract No. 7481
Project No. S-119(13)
PUX 562 SXF 315
PUC Order No. 70-778
YOUR FILE: 0-37

NOTED
A. E. JOHNSON

Your estimate for the work to be performed by your forces on the subject project as submitted with your letter to Mr. R. L. Porter dated May 14, 1971 has been approved by the State. You are hereby authorized to proceed with this work as of May 21, 1971.

Please contact Mr. Keats Oliver, 3400 Spicer Road, Albany, Oregon 97321, Phone 926-5571, Ext. 54, at least three days prior to beginning work so that your work may be coordinated with that of our contractor.

Reimbursement for work performed on and subsequent to May 21, 1971 will be made in accordance with the provisions of PPM 30-3 and all supplements thereto. Please be sure to include the beginning and completion dates of the work in the bill.

It is recognized that there must be a temporary adjustment of your existing signals to accommodate the detour patterns throughout the duration of the project. Additional information will be submitted to you regarding this as soon as it is available. At that time, we will arrange for this temporary signalization with the Public Utility Commissioner.

RECEIVED
MAY 24 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

TWL:fw
bc: A. E. Johnson
V. L. Gallagher - w/att. (2)
V. E. Skoog "
R.D. Asburry " - Please have a
Keats Oliver " SFO prepared
H. C. Johnson " and submitted
F. W. Sugnet " for this work.
Return 1 copy of
Est. with SFO.

BURLINGTON NORTHERN

Edwards

ENGINEERING DEPARTMENT
Portland Region

1101 Northwest Hoyt Street
Portland, Oregon 97207
Telephone (503) 228-9111

Boyd
Morgan
Decker
Bond
Walker
Boehme
Johnson
Peace
Swan
Clarn
Litchfield
Gallagher
Stein

RECEIVED
MAY 12 1971
CONSTRUCTION
DIVISION

May 12, 1971

Mr. R. L. Porter
State Highway Engineer
Department of Transportation
314 State Highway Building
Salem, Oregon 97310

Dear Sir:

Reference is made to agreement dated October 6, 1966, between the Oregon State Highway Commission and the Oregon Electric Railway covering improvement of the grade crossing of the Corvallis-Lebanon Highway with the Oregon Electric track at MP 104.1. This work was not carried out at that time and your plans have since been changed as to roadway width and type of signalization at the crossing as shown on your Drawing 8B-31-26 revised October 7, 1970, and described in Oregon Public Utility Commissioner's Amended Order No. 70-778 of December 4, 1970.

I am handing you herewith a revised estimate of cost for the work to be carried out under said agreement, which estimate provides for the increase in paved roadway width from 76 feet to 82 feet, and the installation of automatic flashing light highway crossing signals mounted on 20 foot cantilever arms, equipped with gongs and augmented with Standard No. 4 crossing gates, as well as increases in labor and material costs since 1966. Will you please acknowledge in writing your acceptance of this revised estimate of costs as provided for in paragraph V of our agreement of October 6, 1966.

H. F. Hoy
Regional Manager Engineering

RAO/ds
O-37

Encl.

RECEIVED
MAY 18 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Estimated cost of changes to Railway facilities due to the widening of the Corvallis - Lebanon highway at Ehlen, Oregon, Railway milepost 104.1.

ITEM NO.		Labor	Non-Labor
2.	Track Work		
	Remove and replace cross ties	100	345
	Remove and replace ballast	250	205
	Relay track - 75 lb. with S.H. 90 lb. and 112 lb.	224	1,063
	Place 164 lin. ft. flange rail	308	185
	Purchase and store expense		71
	Freight		115
	Rent of equipment		250
	Salvage		(210)
	Sub-totals	882	2,024
3-4.	Signal Work - Furnish and Install Automatic Flashing Light Signals		
	Install two automatic flashing light signals on 20-foot cantilever arms, equipped with gongs and augmented with short arm gates and remove existing signals	9,152	11,892
	Purchase and store expense		545
	Freight		220
	Rent of equipment		350
	Credit for signal material removed		(392)
	Sub-totals	9,152	12,615
5.	Communication Work		
	Adjust communication line	180	55
	Rent of equipment		25
	Sub-totals	180	80
	Liability Insurance - $1,000,000 coverage		1,124

SUMMARY

ITEM NO.			
2.	Track Work	882	2,024
3-4.	Signal Work	9,152	12,615
5.	Communication Work	180	80
	Liability Insurance		1,124
		10,214	15,843

100% STATE COSTS PER TWL LETTER 8 OCT 70

Labor Surcharges

Vacation pay, paid holidays, Railroad Retirement and unemployment insurance, health and welfare benefits	34.72% (H164) 3,546	
	13,760	15,843
		13,760
Total Estimated Cost		$29,603

APPROVED Date 14 MAY 71
IN COMPLIANCE WITH ACCOUNTING PROCEDURES
Utility Auditor
Asst. Controller

Approved
J. E. Boyd
5-21-71

The above estimate is exclusive of engineering, inspection, and flagging performed by the Railway during construction. These services will be performed by the Railway and reimbursed by the State at the prevailing rate of pay for the personnel involved at the time the work is performed, plus the usual payroll additives. Automobiles and pickups used by such Railway personnel will be billed at the rate of nine (9¢) cents per mile. Per diem rates will be reimbursed at actual cost.

Office of Regional Manager Engineering
Portland, Oregon
May 7, 1971

RECEIVED
MAY 19 1971
FOR FILING

S-119(12)
7481

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 10, 1971

SUBJECT: Orleans-Lake Creek Section
Contract No. 7481

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

Last fall we were instructed, I believe by either you or Mr. Klaboe, to add reflectorized pavement markers on the subject project by negotiating a Price Agreement if possible. An unsuccessful attempt has been made to do this as shown on the attached correspondence from the Region.

You will note the Region suggests that several sections be combined into another small pavement marker contract. The five contract sections referred to are, in addition to this project, Dudlee Hill-Blodgett, Gellatly Summit, Halsey Interchange-Lane County Line and the Albany Bridge Section. The contract package would not necessarily have to include just these new construction sections. Perhaps other recently constructed sections on the Corvallis-Newport or Alsea or other busy sections such as 99W or the old Pacific Highway route through Albany could be combined into a contract package.

If another contract is not likely, then I would suggest we try to put them in on just the subject project by State forces. Please advise.

F. D. Morgan
Construction Engineer

By

John A. Bond
Construction Administration Engineer

JAB:fw
Attach.

RECEIVED
MAY 11 1971
OFFICE OF
STATE HIGHWAY ENGINEER

122-1036

FORM H-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 28, 1971

SUBJECT: Reflectorized Pavement Markers
Orleans-Lake Creek Section
Corvallis-Lebanon Highway
Contract 7481

To: John Bond
CONST. ADMINISTRATION ENGINEER

Your September 15, 1970 letter requested that prices be secured for reflectorized pavement markers on the Orleans project. Keats Oliver has attempted to do so but finds the move-in cost is so great that the unit price for this small project cannot be justified.

Further details are contained in his attached April 20 report. Although the price to install such pavement markers cannot be justified on a price agreement basis, this office recommends that they still be installed but on a different basis; namely that several sections be combined into one small contract specifically for such an installation. There are five major contracts currently underway in Linn and Benton Counties. These could be combined as well as some of the heavily used highway route city streets in those counties.

R. D. Asburry
REGIONAL ENGINEER

by _____

Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/jc

Attach.

Routing

Morgan
Becker
Lund
Peace
Swan
Glenn
Litchfield

RECEIVED
APR 29 1971
CONSTRUCTION
DIVISION

FORM H-301A—SON—7.66

SP*23057.734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Albany, Oregon 97321
April 20, 1971

SUBJECT: Reflectorized Pavement Markers
Orleans - Lake Creek Section
Corvallis - Lebanon Highway
Contract 7451

To:

Mr. R. D. Asbury
Regional Engineer
Salem

Attention: Mr. Donald W. Wiser
Regional Construction Engineer

Morse Bros., Inc., prime contractor, advises that they have made every effort to secure a subcontractor to install subject markers but are unable to obtain a reasonable price due to the small quantities involved.

Apparently the closest contractor equiped to apply the markers is from southern California and the price is estimated at six or seven dollars each for this small job. Average price for larger jobs is approximately $2.00.

I would recommend that we do not do this by price agreement but try to line up several units needing the markers into one contract large enough to attract a favorable price.

Kurts Oliver
Resident Engineer

12-4-70

Order No. 70-778

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-315

In the Matter of the Application of the State of Oregon, by and through its State Highway Commission for authority to alter a crossing at grade over the tracks and right of way of Oregon Electric Railway, known as the Corvallis-Lebanon Highway Grade Crossing Alteration project in the SW¼ SE¼, Section 34, T. 11 S., R. 4 W., W. M.

AMENDED ORDER

On October 29, 1970, applicant filed a petition to amend Order No. 41712 to allow for different pavement widths and additional automatic protection devices.

The petition for amendment of Order No. 41712 was served upon the chief engineer and attorneys for Oregon Electric Railway Company and Linn County, Oregon. No objection by any party has been made to the granting of the petition.

Based upon the petition, the files and field investigation of the commissioner, it is found that the petition should be granted; it is therefore

ORDERED that the following amendments be made in Order No. 41712:

1) On page 1, paragraph 2, of said order in the seventh line, the figures "100" and "72" be replaced with the figures "96" and "82".

2) On page 1, paragraph 3, reference is made to drawing 8B-31-26, revised October 7, 1970.

3) On page 3, paragraph 2, in the fourth line, the numbers "68" and "4" be replaced with "82" and "14".

4) On page 3, paragraph 2, lines 8, 9, and 10 are deleted and the following lines inserted in lieu thereof.

"Two highway crossing signals with 20-foot cantilever arms, as shown as figure 8, on page 13 of the AAR Bulletin No. 6, augmented with commissioner's Standard No. 4 crossing gates. The bracket mounted signals will extend over the highway lanes and thereby increase the protection that is now afforded."

5) On page 4, TO BE DONE BY RAILWAY in paragraph (a) 3 is revised to read as follows:

"Furnish and install at proper locations on both sides of the highway crossing signals shown as figure 8 on page 13 of AAR Bulletin No. 6, mounted on 20-foot cantilever brackets, equipped with gongs and augmented with commissioner's Standard No. 4 crossing gates."

6) On page 4, TO BE DONE BY RAILWAY in paragraph (a) 4 is revised as follows.

In the sixth line, the figure "76" is changed to "86" and in the seventh line, the figure "72" is changed to "82".

7) On page 5, the numbered paragraph 3 is revised to read:

"The existing flashing light shall be removed and there shall be reinstalled at proper locations on both sides of the crossing a signal shown as figure 8 on page 13 of AAR Bulletin No. 6, mounted on a 20-foot cantilever bracket, equipped with gongs and commissioner's Standard No. 4 crossing gates."

Made, entered and effective DECEMBER 4 1970.

Ann R. Haley
Public Utility Commissioner

PUBLIC UTILITY COMMISSIONER OF OREGON

10-23-70

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-315

In the Matter of the Application of the STATE OF OREGON by and through its State Highway Commission, for authority to alter a crossing at grade over the tracks and right of way of Oregon Electric Railway, known as the CORVALLIS-LEBANON HIGHWAY GRADE CROSSING ALTERATION project, in the southwest Quarter of the Southeast Quarter (SW 1/4 SE 1/4) of Section 34, Township 11 South, Range 4 West, Willamette Meridian, Linn County, Oregon.	PETITION TO AMEND ORDER NO. 41712

On July 6, 1965, Order No. 41712 was issued by the Public Utility Commissioner relative to the above crossing. Applicant now petitions the Public Utility Commissioner for amendments to said Order as follows:

I.

On Page 1, Paragraph 2, of said Order in the seventh line, the figures "100" and "72" should be replaced with the figures "96" and "82" respectively.

II.

On Page 1, Paragraph 3, reference should be made to Drawing No. 8B-31-26 revised October 7, 1970.

III.

Page 3, Paragraph 2, in the fourth line the numbers "68" and "4" should be replaced with "82" and "14".

IV.

Page 3, Paragraph 2, Lines 8, 9, and 10, should be deleted and the following lines inserted in lieu thereof.

> "Two highway crossing signals with 20-foot cantilever arms, as shown as figure 8, on Page 13 of the AAR Bulletin Number 6, augmented with Commissioner's Standard No. 4 crossing gates. The bracket mounted signals will extend over the highway lanes and thereby

increase the protection that is now afforded."

V.

Page 4, TO BE DONE BY RAILWAY in Paragraph (a) 3 should be revised to read as follows:

> "Furnish and install at proper locations on both sides of the highway crossing signals shown as figure 8 on Page 13 of AAR Bulletin No. 6, mounted on 20-foot cantilever brackets, equipped with gongs and augmented with Commissioner's Standard No. 4 crossing gates."

VI.

Page 4, TO BE DONE BY RAILWAY - Paragraph (a) 4 should be revised as follows. In the sixth line the figure "76" should be changed to "86" and in the seventh line the figure of "72" should be changed to "82".

VII.

Page 5, the numbered paragraph 3 should be revised to read:

> "The existing flashing light shall be removed and there shall be reinstalled at proper locations on both sides of the crossing a signal shown as figure 8 on Page 13 of AAR Bulletin No. 6, mounted on a 20-foot cantilever bracket, equipped with gongs and Commissioner's Standard No. 4 Crossing gates."

WHEREFORE, applicant prays for an amended order in conformity with this petition and for such further order or orders as may be necessary under the circumstances.

Dated at Salem, Oregon, this 23rd day of October, 1970.

STATE OF OREGON, by and through
its State Highway Commission
L. I. LINDAS
Assistant Attorney General and
Counsel for the State Highway Commission

By Jack L. Sollis
JACK L. SOLLIS
Assistant Attorney General

STATE OF OREGON)
) ss
County of Marion)

I, Tom Edwards, being first duly sworn, say that I am the Deputy State Highway Engineer for the Oregon State Highway Commission and that the foregoing Petition is true as I verily believe.

TOM EDWARDS

Subscribed and sworn to before me this 26th day of October, 1970.

Notary Public for Oregon
My Commission expires December 18, 1972

I certify that the above is a true and correct copy of the foregoing Petition and the whole thereof.

JACK L. SOLLIS
Assistant Attorney General

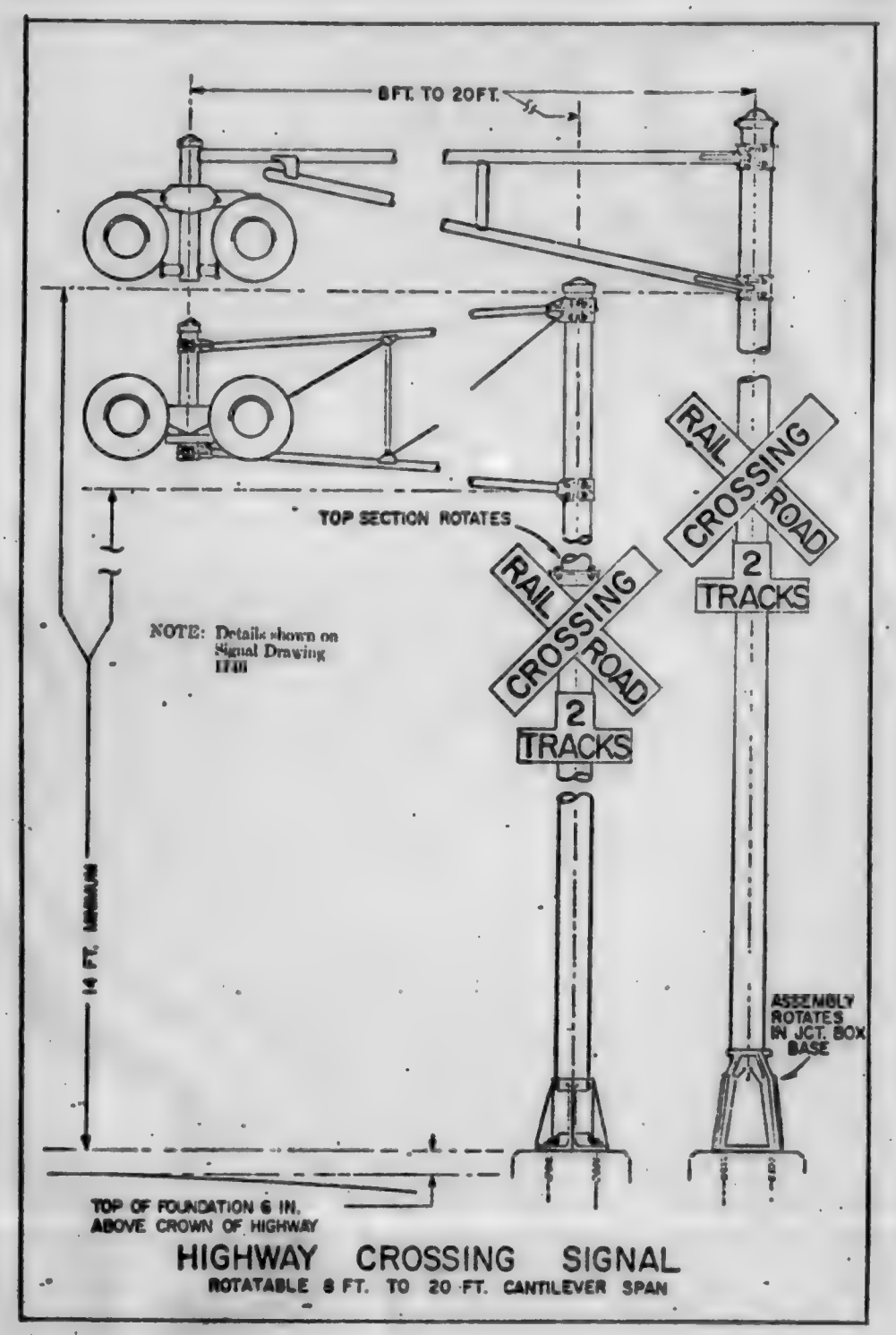

8FT. TO 20FT.
TOP SECTION ROTATES
RAIL
CROSSING
ROAD
2
TRACKS
NOTE: Details shown on Signal Drawing
14 FT. MINIMUM
ASSEMBLY ROTATES IN JCT. BOX BASE
TOP OF FOUNDATION 6 IN. ABOVE CROWN OF HIGHWAY
HIGHWAY CROSSING SIGNAL
ROTATABLE 8 FT. TO 20 FT. CANTILEVER SPAN

FIGURE 8

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OCT 14 1970
FOR FILE

C-119(13)
7481

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

October 13, 1970
Salem, Oregon

To: R. D. Asburry
Regional Engineer
Region 2
Salem

SUBJECT:
Revised Pile Order List (2nd Rev.)
Orleans-Lake Creek Section
Corvallis-Lebanon Highway
Linn County
Contract No. 7481

On October 9, 1970 a Revised Pile Order List was furnished you for the structures on the Orleans-Lake Creek Section. At that time it was the understanding of this office that all the piling for Bridge No. 9414 had been driven; consequently the pile order lengths for that structure were not revised. On October 12th in a discussion with Mr. Gottfried, Assistant Resident Bridge Engineer on this project, it was discovered that only the interior bent piles for Bridge No. 9414 had been driven. Given below is a complete revised Pile Order List (Revision No. 2) in which the order lengths for the end bents 1 and 4 of Bridge No. 9414 have been changed. In addition the revised list furnished you on October 9th had an error in the lengths of piles called for at Bent 2 of Bridge No. 9414. This has been corrected to agree with the original contract order list.

(2nd Revision 10-13-70)

Order List

Location	No.	Length	Kind
Bridge No. 12205B			
Bent 1	11	40'	16" Prestressed Concrete
Bent 2	17	70'	10 BP 42 Steel
	17	75'	10 BP 42 Steel
Bent 3	17	70'	10 BP 42 Steel
	17	75'	10 BP 42 Steel
Bent 4	15	40'	16" Prestressed Concrete
Bent 5	15	40'	16" Prestressed Concrete
Bent 6	15	40'	16" Prestressed Concrete
Bent 7	15	40'	16" Prestressed Concrete
Bent 8	15	40'	16" Prestressed Concrete
Bent 9	11	35'	16" Prestressed Concrete

NOTED
A. E. JOHNSON

Location	No.	Length	Kind
Bridge No. 9413			
Bent 1	9	40'	16" Prestressed Concrete
Bent 2	17	40'	16" Prestressed Concrete
Bent 3	17	40'	16" Prestressed Concrete
Bent 4	17	40'	16" Prestressed Concrete
Bent 5	17	40'	16" Prestressed Concrete
Bent 6	9	40'	16" Prestressed Concrete
Bridge No. 9414			
Bent 1	10	40'	16" Prestressed Concrete
Bent 2	11	55'	16" Prestressed Concrete
	12	50'	16" Prestressed Concrete
Bent 3	23	50'	16" Prestressed Concrete
Bent 4	10	40'	16" Prestressed Concrete
Bridge No. 12208B			
Bent 1	10	35'	16" Prestressed Concrete
Bent 2	17	40'	16" Prestressed Concrete
Bent 3	17	40'	16" Prestressed Concrete
Bent 4	17	40'	16" Prestressed Concrete
Bent 5	17	35'	16" Prestressed Concrete
Bent 6	10	35'	16" Prestressed Concrete

This revised order list (rev. 2) should be used for all prestressed concrete piling which have not yet been cast. The order list furnished you on October 9, 1970 should be voided and this list substituted therefore. Please prepare a price agreement to document the revision in the pile lengths required.

ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Administration Bridge Engineer

WJH/ag

cc: K. Oliver
A. A. Rear
A. E. Johnson
Ellis Jones

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OCT 14 1970
OFFICE OF
STATE HIGHWAY ENGINEER

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OCT 14 1970
FOR FILING

S-112(13)

7481

October 9, 1970
Salem, Oregon

R. D. Asburry
Regional Engineer
Region 2
Salem

Revised Pile Order List
Orleans-Lake Creek Section
Corvallis-Lebanon Highway
Linn County
Contract No. 7481

The pile order list for the structures on the Orleans-Lake Creek Section has been revised as a result of the pile driving experience on Overflow Bridge No. 9414. The pile driving experience to date ~~in~~ and a study of the foundation investigation for the sites indicates that the pile order lengths as given in the project special provisions are excessive. The revised pile order list is given below:

(Revised 10-9-70)

Order List

Location	No.	Length	Kind
Bridge No. 12205B			
Bent 1	11	40'	16" Prestressed Concrete
Bent 2	17	70'	10 BP 42 Steel
	17	75'	10 BP 42 Steel
Bent 3	17	70'	10 BP 42 Steel
	17	75'	10 BP 42 Steel
Bent 4	15	40'	16" Prestressed Concrete
Bent 5	15	40'	16" Prestressed Concrete
Bent 6	15	40'	16" Prestressed Concrete
Bent 7	15	40'	16" Prestressed Concrete
Bent 8	15	40'	16" Prestressed Concrete
Bent 9	11	35'	16" Prestressed Concrete
Bridge No. 9413			
Bent 1	9	40'	16" Prestressed Concrete
Bent 2	17	40'	16" Prestressed Concrete
Bent 3	17	40'	16" Prestressed Concrete
Bent 4	17	40'	16" Prestressed Concrete
Bent 5	17	40'	16" Prestressed Concrete
Bent 6	9	40'	16" Prestressed Concrete

NOTED
A. E. JOHNSON

Location	No.	Length	Kind
Bridge No. 9414			
Bent 1	10	50'	16" Prestressed Concrete
Bent 2	11	50'	16" Prestressed Concrete
	12	50'	16" Prestressed Concrete
Bent 3	23	50'	16" Prestressed Concrete
Bent 4	10	50'	16" Prestressed Concrete
Bridge No. 12200B			
Bent 1	10	35'	16" Prestressed Concrete
Bent 2	17	40'	16" Prestressed Concrete
Bent 3	17	40'	16" Prestressed Concrete
Bent 4	17	40'	16" Prestressed Concrete
Bent 5	17	35'	16" Prestressed Concrete
Bent 6	10	35'	16" Prestressed Concrete

This revised order list should be used for all prestressed concrete piling which have not yet been cast. Please prepare a price agreement to document the revision in the pile lengths required.

Walter J. Hart
Administration Bridge Engineer

WJH/ag

cc: K. Oliver
A. A. Rear
A. E. Johnson
Ellis Jones

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OCT 12 1970
OFFICE OF
STATE HIGHWAY ENGINEER

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OCT 9 - 1970
FOR FILING

OREGON STATE HIGHWAY DIVISION

S-119(13)

HIGHWAY BUILDING • SALEM, OREGON • 97310

378-4511
XXXXXX

7481

October 8, 1970

Oregon Electric Railway Company
1101 N.W. Hoyt Street
Portland, Oregon 97207

ATTN: Mr. H. F. Moy

Re: Revised Application to PUC
Orleans-Lake Creek Section
Corvallis-Lebanon Highway
Linn County
Contract No. 7481
Project No. S-119(13)
PUX 562 SXF 315
PUC Order No. 41712

F. B. KLABUE

Gentlemen:

We have taken the proposal set forth in your letter dated September 30, 1970 concerning the above captioned subject. It has been decided that under the circumstances at this location we agree to bear the entire cost of the installation of PUC Standard No. 2B, Cantilever Lights augmented with PUC Standard No. 4, Crossing Gates. It is assumed that the Railroad will bear the entire cost of maintenance as set forth in the above captioned PUC Order.

It is suggested that instead of the massive cantilever span employed at other locations that you use the lightweight arm as shown in Figure 8 on page 13 of AAR Bulletin No. 6. Please advise if this suggestion would create some problem in completing this installation.

Please refer to the Railroad-State agreement dated October 6, 1966, and the construction plans submitted to you with our letter dated August 14, 1970. You will note the typical section on the construction plans has been widened to provide an 82-foot paved surface and, therefore, your crossing should be 86 feet in length instead of 76 feet as mentioned in Paragraph III B.2. of the agreement and Item No. 2 of the estimate attached to the agreement.

An amended application to the Public Utility Commissioner is being made along these lines, and a copy will be sent to you through the normal channels. Herewith for your information you will find six (6) prints of our Drawing No. 8B-31-26, Revised October 7, 1970.

The estimated completion date for this project is September 22, 1971, and we request that you make every effort to have your work completed prior to that date.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad & Utility Engineer

TWL:djg
cc: F. B. Klaboe (w/copy of RR letter)
L. H. Young "
F. B. Crandall "
R. D. Asburry "
Keats Oliver "
J. L. Sollis "
F. W. Sugnet "

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OCT 3 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BURLINGTON NORTHERN

ENGINEERING DEPARTMENT
Portland Region

1101 Northwest Hoyt Street
Portland, Oregon 97207
Telephone (503) 228-9111

September 30, 1970

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attn: Mr. T. W. Litchfield
Railroad & Utility Engineer

Dear Sir:

Routing: Morgan, Dacker, Bond, Walker, Johnson, Peaco, Swan, Glenn, Litchfield, Gallagher, Stein

RECEIVED
OCT 2 1970
CONSTRUCTION
DIVISION

Reference is made to your letter of July 30, 1970, about the possible amendment of PUC Order No. 41712, dated July 6, 1965, covering crossing protection to be installed at crossing No. 3E-1040 when Corvallis-Lebanon Highway 34 is widened to four lanes at that point.

This is to advise that the Railway would offer no objection to the State's application to the PUC to amend the above order to provide for:

1. Increasing length of cantilever arms on type 2B signals from 12 feet to 20 feet and;

2. Installation of standard No. 4 crossing gates providing the State will assume all of the additional installation cost occasioned by these changes.

This would be consistent with the terms of the original order and would be further in order since the possible needs increase in highway traffic volume and speed, and not from any change in railway operations.

It is noted in the Highway Department's application to the Public Utility Commissioner on March 31, 1965, (File No. SXF-315) that in 1965 the average daily traffic on this section of the Corvallis-Lebanon Highway was 3,450 vehicles which was projected to increase to 5,900 in 1978. According to Mr. Forrest Cooper's letter to me of June 18, 1970 this latter rate has already been reached in 1970, which is 8 years ahead of the projected date. From past experience it seems likely that the four laning of this highway will cause the traffic volume to increase at an even greater rate by attracting vehicle drivers from alternate routes between Corvallis and Interstate Highway 5, as well as further increases in the speed at which these vehicles travel.

Mr. F. D. Morgan September 30, 1970

In view of these circumstances it is the Railways position that whatever future measures may have to be taken at this crossing to assume reasonably safety to the traveling public should be at the expense of the State.

H. F. Moy
Regional Manager Engineering

RAO/ds
037

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OCT 12 1970
FORM B-30 (REV. 10-69)
FOR FILE

S-1149(13)
7481

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 7, 1970

SUBJECT:
Corvallis-Orleans Section
Corvallis-Lebanon Highway

To: A. E. JOHNSON
Assistant State Highway Engineer

B U I L D I N G

The striping has been revised throughout this section to provide for a continuous 14' median and appropriate left-turn refuges.

Robert N. Bothman
Maintenance Engineer

By Carl M. Williams
Carl M. Williams
Maintenance Operations Engineer

CMW:ds

10-8-70
copy to Porter
Edwards
Fleskes

NOTED
A. E. JOHNSON

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OCT 8 1970
OFFICE OF
STATE HIGHWAY ENGINEER

SP*52478-734

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OCT 1 - 1970
FOR FILING

S-119(13)
7481

October 1, 1970

Morse Bros., Inc.
P. O. Box 7
Lebanon, Oregon 97355

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7481 for work on the Orleans-Lake Creek Section of the Corvallis-Lebanon Highway in Linn County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosure

cc General Insurance Co. of America
Portland Service Office
520 S. W. 6th
Portland, Oregon 97204

bc F. D. Morgan
I. D. Merchant
R. D. Asburry
Keats Oliver

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	STATE
9-64		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
14	(PPM 21-7)	Linn
	9-22-70	PROJECT NO.
		S-119(13)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

St. Rd. Willamette River to Lake Cr. (Orleans-Lake Cr. Section)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-3-70	5.195
OTHER (Specify)		

FUNDS Pro Rata 63.54%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 2,381,730	$ 1,513,300

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By J. W. Stabler

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By L. L. Green
(Division Engineer)
for R. E. Simpson

Date executed by Division Engineer SEP 22 1970

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds.

(b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, up-

Oregon State Highway Division

Federal Aid
Project No. S-119(13)

ORLEANS ROAD-LAKE CREEK SECTION

CORVALLIS-LEBANON HIGHWAY IN LINN COUNTY

SALEM, OREGON, SEPTEMBER 17, 1970

Project Agreement Estimate.

Type Code Y002
Signing (Sta. 21+85 to Sta. 205+51.82)

Removal of Existing Sign Installations	All Required (85%)		$ 127.50
Painted Wood Sign Posts	All Required (79%)		1,066.50
Sign Support Footing	All Required (66%)		1,881.00
Breakaway Sign Posts	All Required (67%)		5,360.00
Single Sign Supports	All Required (100%)		450.00
Double Sign Supports	All Required (62%)		2,883.00
Type A Signs in Place	873 sq.ft.	7.70	6,722.10
Type C, D and R Signs in Place	152 sq.ft.	4.50	684.00
Type E, F and G Signs in Place	155 sq.ft.	4.50	697.50
Type U Signs in Place	51 sq.ft.	5.00	255.00
Thermoplastic Pavement Arrows	2 only	100.00	200.00
	Subtotal		$ 20,326.60
	Engr. & Cont.		2,540.40
	Total		$ 22,867.00

Type Code 6203
Roadway (Sta. 205+51.82 to Sta. 349+33.45)

Furnish Field Laboratory Building	1 only	1,500.00	$ 1,500.00
Temporary Protection and Direction of Traffic	All Required		38,000.00
Clearing and Grubbing	All Required		49,200.00
Removal of Structures and Obstructions	All Required		3,000.00
Ditch Excavation	8,800 cu.yd.	2.00	17,600.00
Embankment in Place	231,000 cu.yd.	1.30	300,300.00
Trench Excavation	440 cu.yd.	4.00	1,760.00
Finishing Roadbed and Slopes	All Required		10,000.00
Obliteration of Roadway	5,300 sq.yd.	0.15	795.00
Watering	2,600 M-gal.	3.00	7,800.00
Bituminous Base Mixture	48,700 ton	4.90	238,630.00
Asphalt in Bituminous Base Mixture	2,680 ton	35.00	93,800.00
Coarse Aggregate Base	11,900 ton	4.00	47,600.00

3/4" - 0 Aggregate Base	3,750	ton	4.50	$ 16,875.00
Lime Treated Subgrade	164,500	sq.yd.	0.25	41,125.00
Lime for Treated Subgrade	1,850	ton	29.50	54,575.00
Class B Asphalt Concrete Mixture	30,200	ton	5.25	158,550.00
Asphalt Cement in Mixture	1,970	ton	35.00	68,950.00
Asphalt in Tack Coat	20	ton	80.00	1,600.00
3/4" - 0 Aggregate in Prime Coat	200	cu.yd.	6.00	1,200.00
RC-250 Asphalt in Prime Coat	35	ton	75.00	2,625.00
Reinforced Concrete Bridge End Panels	1,600	sq.yd.	21.00	33,600.00
12-inch Culvert Pipe	1,220	lin.ft.	4.00	4,880.00
18-inch Culvert Pipe	600	lin.ft.	6.00	3,600.00
24-inch Culvert Pipe	100	lin.ft.	10.00	1,000.00
30-inch Culvert Pipe	230	lin.ft.	10.00	2,300.00
36-inch Culvert Pipe	180	lin.ft.	12.50	2,250.00
18-inch Paved Culvert End Slopes	6	only	60.00	360.00
30-inch Paved Culvert End Slopes	2	only	75.00	150.00
36-inch Paved Culvert End Slopes	2	only	85.00	170.00
Guard Rail, Type 2A	1,575	lin.ft.	5.00	7,875.00
Guard Rail Anchors	10	only	200.00	2,000.00
Extra for Guard Rail Bridge Connection	10	only	200.00	2,000.00
Extra for Asphalt Approaches	36	only	35.00	1,260.00
Loose Riprap, Class 700	1,630	cu.yd.	10.00	16,300.00
Loose Riprap, Class 100	550	cu.yd.	8.00	4,400.00
Guide Posts, W-1	105	only	8.00	840.00
Guide Posts, Y-1	40	only	8.00	320.00
Roadside Seeding	24	acre	100.00	2,400.00
Roadside Mulching	24	acre	150.00	3,600.00
Inorganic Fertilizer, 22-16-8-2S	100	cwt.	10.00	1,000.00
Seed Mixture	800	lb.	1.00	800.00
Signing				
Removal of Existing Sign Installations	All Required (15%)			22.50
Painted Wood Sign Posts	All Required (21%)			283.50
Sign Support Footing	All Required (34%)			969.00
Breakaway Sign Posts	All Required (33%)			2,640.00
Double Sign Supports	All Required (38%)			1,767.00
Type A Signs in Place	292	sq.ft.	7.70	2,248.40
Type C, D and R Signs in Place	71	sq.ft.	4.50	319.50
Type E, F and G Signs in Place	34	sq.ft.	4.50	153.00
Type U Signs in Place	10	sq.ft.	5.00	50.00
				$1,255,042.90

Flagging (60% of Contractor's Cost)	All Required		$ 6,000.00
Temporary Erosion Control	All Required		10,000.00
Striping	All Required		1,800.00
Pavement Traffic Markers	All Required		2,700.00
			$ 20,500.00
	Subtotal		$1,275,542.90
	Engr. & Cont.*		157,942.10
	Total		$1,433,485.00

*Reduced in accordance with paragraph 5 (Project Field Offices) of PPM 30-6.

Type Code X020
Structure No. 12205B (Sta. 300+13 to Sta. 303+58)

Removal of Bridges	All Required (50%)		$ 16,000.00
Shoring, Cribbing, Etc.	All Required (40%)		10,800.00
Structure Excavation	330 cu.yd.	6.00	1,980.00
Furnish 16-inch Prestressed Concrete Piling	4,740 lin.ft.	6.50	30,810.00
Furnish 10 BP 42 Steel Piling	4,930 lin.ft.	8.00	39,440.00
Drive Prestressed Concrete Piles	97 only	110.00	10,670.00
Drive Steel Piles	68 only	100.00	6,800.00
Splice Steel Piles	15 only	30.00	450.00
Prestressed Concrete Pile Extensions	230 lin.ft.	2.00	460.00
Class A Concrete (2,293 cu.yds.)	All Required (49%)		187,670.00
Reinforcement (536,300 lbs.)	All Required (47%)		72,850.00
Three Tube Metal Railing	684 lin.ft.	18.00	12,312.00
			$390,242.00

Type Code X020
Structure No. 9413 (Sta. 319+40 to Sta. 321+10)

Removal of Bridges	All Required (17%)		$ 5,440.00
Shoring, Cribbing, Etc.	All Required (20%)		5,400.00
Structure Excavation	90 cu.yd.	6.00	540.00
Furnish 16-inch Prestressed Concrete Piling	4,730 lin.ft.	6.50	30,745.00
Drive Prestressed Concrete Piles	86 only	110.00	9,460.00
Prestressed Concrete Pile Extension	220 lin.ft.	2.00	440.00

Class A Concrete (866 cu.yds.)	All Required (17%)		$ 65,110.00
Reinforcement (207,000 lbs.)	All Required (18%)		27,900.00
Three Tube Metal Railing	336 lin.ft.	18.00	6,048.00
			$151,083.00

Type Code X020
Structure No. 9414 (Sta. 322+31 to Sta. 323+59)

Removal of Bridges	All Required (16%)		$ 5,120.00
Shoring, Cribbing, Etc.	All Required (20%)		5,400.00
Structure Excavation	110 cu.yd.	6.00	660.00
Furnish 16-inch Prestressed Concrete Piling	3,355 lin.ft.	6.50	21,807.50
Drive Prestressed Concrete Piles	66 only	110.00	7,260.00
Prestressed Concrete Pile Extension	150 lin.ft.	2.00	300.00
Class A Concrete (772 cu.yds.)	All Required (17%)		65,110.00
Reinforcement (198,000 lbs.)	All Required (17%)		26,350.00
Three Tube Metal Railing	252 lin.ft.	18.00	4,536.00
			$136,543.50

Type Code X020
Structure No. 12208B (Sta. 342+96 to Sta. 344+66)

Removal of Bridges	All Required (17%)		$ 5,440.00
Shoring, Cribbing, Etc.	All Required (20%)		5,400.00
Structure Excavation	90 cu.yd.	6.00	540.00
Furnish 16-inch Prestressed Concrete Piling	3,725 lin.ft.	6.50	24,212.50
Drive Prestressed Concrete Piles	88 only	110.00	9,680.00
Prestressed Concrete Pile Extension	180 lin.ft.	2.00	360.00
Class A Concrete (866 cu.yds.)	All Required (17%)		65,110.00
Reinforcement (207,000 lbs.)	All Required (18%)		27,900.00
Three Tube Metal Railing	336 lin.ft.	18.00	6,048.00
			$144,690.50

Subtotal	$822,559.00
Engr. & Cont.	102,819.00
Total	$925,378.00

Length of Signing Only - - - - - -	3.478 Miles
Length of Roadway- - - - - - - - -	2.563 Miles
Length of Structures (4) - - - - -	0.154 Mile
Total - - - - -	5.195 Miles
Cost of Roadway Per Mile - - - - -	$559,299.65

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Signing Only	$ 22,867.00	$ 14,500.00	$ 8,367.00
Roadway	1,433,485.00	910,830.00	522,655.00
Structures	925,378.00	587,970.00	337,408.00
Total	$2,381,730.00	$1,513,300.00	$868,430.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

G - 1 - 100%

Contract No. 7481

Prefix: 122-1036

ORLEANS-LAKE CREEK SECTION

Nonparticipating - State Work

Setting Mailbox Posts	11 only	50.00	$ 550.00
Railroad Protective Costs	All Required		800.00
Work by Railroad	All Required		20,000.00
Work by Utilities	All Required		4,000.00
			$ 25,350.00

RECEIVED
SEP 25 1970
FOR FILING

S-1119(13)
7481

September 15, 1970

Morse Bros., Inc.
P. O. Box 7
Lebanon, Oregon 97355

Gentlemen:

Enclosed are three copies of Contract No. 7481 for $2,098,478.50 awarded to you by the State Highway Commission on September 11, 1970, for work on the Orleans-Lake Creek Section of the Corvallis-Lebanon Highway in Linn County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin September 26, 1970.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

Enclosures

bc F. D. Morgan
I. D. Merchant
R. D. Asburry
Keats Oliver
William Geibel (SAIF)

SEP 11 1970
FOR FILING

S-119(13)
7481

September 11, 1970

Merse Bros., Inc.
P. O. Box 7
Lebanon, Oregon 97355

Gentlemen:

The State Highway Commission today awarded to you State Highway Contract No. 7481 in the amount of $2,098,478.50 on the Orleans-Lake Creek Section of the Corvallis-Lebanon Highway in Linn County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

ses

bc: F. D. Morgan
I. D. Merchant
R. D. Asburry
Keats Oliver
William Geibel (SAIF)

RECEIVED
SEP 8 - 1970
GAME
COMMISSION

S-1197(13)

OFFICE OF THE DIRECTOR

7481

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 222-9611

TOM McCALL
GOVERNOR

COMMISSIONERS
GEORGE L. HIBBARD, Chairman
JOHN P. AMACHER, Vice Chairman
J. PAT METKE, Member
JOSEPH W. SMITH, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
State Game Director

September 2, 1970

cc"s sent 9-3-70

F. B. Klaboe
L. H. Young
W. J. Hart
C. G. Swenson
W. H. Tebeau
F. E. Terpin
R. D. Asburry (2)

State Highway Engineer
State Highway Department
Highway Building
Salem, Oregon 97310

Attention Frank L. Hall

Dear Sir:

We have reviewed the plan sheets sent with your letters of August 19, 1970, and referred to as project:

Orleans - Lake Creek Section
Corvallis-Lebanon Highway, Linn County

Inspection of the plans indicates that there will be no special provisions necessary for wildlife resource protection.

The plans are approved and we appreciate the opportunity to comment.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

RECEIVED
SEP 3 1970
OFFICE OF
STATE HIGHWAY ENGINEER

ROK:js

cc: Dir. OFC

Routing

Barbee
Hall
A. Olson
Sample
Terpin
Swenson

RECEIVED
SEP 3 1970
DESIGN
DIVISION

Trout
Wills
Hocklemen
Scott
R. Olson
Carstensen

RECEIVED
SEP 4 - 1970
FOR FILING

S-119(13)
7481

Salem, Oregon
August 26, 1970

K. H. Bothman
Maintenance Engineer

BUILDING

This will confirm my verbal instructions to remove stripe on the Corvallis-Orleans Section of the Corvallis-Lebanon Highway and restripe to provide a refuge lane, adding raised traffic delineators when required.

Please advise when the work is completed.

A. E. Johnson
Assistant State Highway Engineer

AEJ:ms
cc F. B. Grendell

RECEIVED
AUG 28 1970
PUBLIC UTILITY COMMISSIONER
S-1179(13)
7481

PUBLIC SERVICE BUILDING • • • SALEM, OREGON • • • 97310

August 25, 1970

IN REPLY PLEASE REFER TO FILE NO.
SIR-537

NOTED
F. B. H.

Ted W. Litchfield
Railroad and Utilities Engineer
Department of Transportation - Highway Division
Oregon State Highway Building
Salem, OR 97310

Dear Mr. Litchfield:

Crossing No. 3E-104.0 --- Corvallis-Lebanon Highway

We have no objection to installation of the improved protection as recommended in your letter dated August 21, 1970. We understand these are temporary changes pending widening of the highway next year to four lanes, at which time the crossing will receive additional protection.

We are hopeful that you can move promptly so that the increased automatic protection will be available for installation at the time widening of the crossing is completed.

Very truly yours,

RECEIVED
AUG 28 1970
OFFICE OF
STATE HIGHWAY ENGINEER

JAMES E. SINGLETON, Administrator
Transportation Division

By Don A. Haakenson
DON A. HAAKENSON, Supervisor
Transportation Services
Public Utility Commissioner
206 Public Service Building
Salem, OR 97310

DAH:pjf

Routing

Morgan
Decker
Jond
Walker
Joehms
Johnson

RECEIVED
AUG 28 1970
CONSTRUCTION DIVISION

Peets
Swan
Glenn
Litchfield
Gallagher
Stahl

RECEIVED
AUG 26 1970
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 378-4511

S-119 (13)
74481

August 21, 1970

Mr. D. A. Haakenson
Supervisor, Services
Transportation Division
Public Utility Commissioner
Public Service Building
Salem, Oregon 97310

Re: Grade Crossing No. 3E-104.0
Oregon Electric Railway Company
Orleans-Lake Creek Section
Corvallis-Lebanon Highway
Linn County

Dear Mr. Haakenson:

On August 13, 1970, your Mr. James R. Ritchie met with Mr. L. B. Kroft of Burlington Northern, Inc. (Oregon Electric Railway Company), Mr. James Butler of the Traffic Engineering Section and the undersigned of the Construction Section. We discussed the immediate temporary measures which could be taken to improve the effectiveness of the existing PUC Standard No. 2 Signals which protect this grade crossing.

We proposed the installation of flashing yellow beacons on each of the existing advance warning RXR signs along with the installation of black backboards to make the existing flashing light signals more visible in a rising or setting sun condition. We also suggested to Mr. Kroft that an additional white crossbuck should be installed on each signal facing the opposite direction. We feel these additions will increase the level of protection slightly and can be accomplished in the immediate future. We recognize that the installation of a higher level of protection, such as PUC Standard No. 4 Crossing Gates, would take from nine months to a year to complete.

I should also point out that the Highway Division proposes to open bids for the reconstruction of this highway to four-lanes on September 3, 1970. The estimated date of completion of this project is September 1, 1971. We also recognize that PUC Order No. 41712 dated July 6, 1965, should be amended and we propose to take this action as soon as a response is heard from Mr. Wyckoff's office as to the Railroad's position in this matter.

Therefore, we solicit from you approval to proceed with the installation of

NOTED
TOM EDWARDS

the flashing yellow beacons, black backboards and crossbucks as described above.

Our Traffic Engineering Section advises that these flashing beacons can be installed by September 15, 1970. Therefore, your early reply will be appreciated.

Very truly yours,

F. D. Morgan
Construction Engineer
ORIGINAL SIGNED BY
By: T. W. LITCHFIELD

T. W. Litchfield
Railroad & Utility Engineer

TWL:djg

cc: H. F. Moy - Oregon Electric Railway Co.
Tom Edwards
F. B. Klaboe
L. I. Lindas
F. B. Crandall
R. D. Asburry
F. W. Sugnet

RECEIVED
AUG 24 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DEPARTMENT
AUG 21 1970
FOR FILING

Final
S-119(13)
07481

Salem, Oregon 97310
August 20, 1970

Mr. D. J. Barbee
Design Engineer
BUILDING

Mr. Porter has instructed Mr. Johnson to remove stripes on the Corvallis-Orleans Section of the Corvallis-Lebanon Highway with Maintenance forces. Mr. Johnson will restripe to provide a refuge lane, adding raised traffic delineators when required.

You therefore should not include funds in the Orleans-Lake Creek Section for any work on the old section. You should, however, include standard raised delineators in the contract for the new section.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: R. L. Porter
Tom Edwards
A. E. Johnson
F. B. Crandall

Form E-49—30M

Bkup 8 3

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Corvallis - Lebanon Hwy.

Willamette River - Orleans cert. 3/4"

	Item		Unit		+10%		Unit Cost	
Class E E.C.			Ton	6481	649	7130	8.50	60605
Esph in Mix.			Ton	454	46	500	35.00	17500
Emulsified Esph			Ton	25	3	28	60.00	1680
								79785
					+20%	E&C		15957
						Cost		95,742

3.6 miles

Right

Job No. .....

Sheet ..... of ..... Sheets

OREGON STATE HIGHWAY DEPARTMENT

Computations For .....

Made by ..... 19..... Checked by ..... 19..... Backchecked by ..... 19.....

Willamette River - Orleans sect.

Corvallis - Lebanon Hwy.

Length 190+50' sta.

sta. 24+00 - 27+50 :	80' width	3+50
sta 27+60 - 161+80 -	72' width	134+20
sta 161+80 - 167+00 :	Ave width 78'	5+20
sta 167+00 - 173+00	84' width	6+00
sta 173+00 - 179+00.	Ave width 78'	6+00
sta 179+00 - 205+50	72' width	26+50
sta 205+50 - 214+60	Ave width 51'	9+10

72 x 16070 x .75 x .00631 =	5476	Tons
78 x 1120 x .75 x .00631 =	413	Tons
80 x 350 x .75 x .00631 =	133	Tons
84 x 600 x .75 x .00631 =	239	Tons
51 x 910 x .75 x .00631 =	220	Tons.
19050		
	6481	Tons Mix
6481 x .07 =	454	Tons Asph.
1,369,210 x .0000132 =	25	Tons Rock

RECEIVED
AUG 20 1970

FOR FILING
S-1191(13)
7481

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 17, 1970

To: MEMO TO FILE

SUBJECT: Grade Crossing No. 3E-104.0
Oregon Electric Railway Company
Orleans-Lake Creek Section
Corvallis-Lebanon Highway
Linn County

A meeting was held on August 13, 1970, at the site of the crossing and those in attendance were Mr. James R. Ritchie of the PUC, Mr. L. B. Kroft of Burlington Northern, Inc., Mr. James Butler of Traffic Engineering Section and the undersigned of the Construction Section of the Highway Division.

The proposed temporary treatment, as discussed in my memo to the file dated July 30, 1970, was discussed and Mr. Kroft agreed to take the matter up with Mr. K. E. Wyckoff, Director Public Works Planning of the Burlington Northern on August 18, in Seattle. He also indicated the Railroad would probably bear the expense of this work on the Railroad signals, but this is subject to Mr. Wyckoff's approval.

I agreed the State would proceed with the installation of the flashing yellow beacons on the existing advance warning RXR signs, and Mr. Butler and I later gathered sufficient field information so that we may proceed with this installation in the very near future. This work will be handled through the Traffic Engineering Section and the Regional Office.

I asked Mr. Kroft to advise me when the black backboards might be installed on the Railroad signals so that representatives of the Highway Division and Public Utility Commissioner's Office could be on hand to observe their effectiveness. I also suggested to Mr. Kroft that an additional white crossbuck should be installed on each signal facing the opposite direction.

F. D. Morgan
Construction Engineer

By: T. W. Litchfield
Railroad & Utility Engineer

TWL:djg

cc: Tom Edwards
F. B. Klaboe
L. I. Lindas
F. B. Crandall
R. D. Asburry
F. W. Sugnet

NOTED
TOM EDWARDS

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AUG 18 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BP 92479-734

RECEIVED
AUG 11 1970
FOR FILING

S-119 (13
7481

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 30, 1970

To: MEMO TO THE FILE

SUBJECT: Grade Crossing No. 3E-104.0
Oregon Electric Railway Company
Orleans-Lake Creek Section
Corvallis-Lebanon Highway
Linn County

NOTED
F. B. KLABOE

The above captioned grade crossing has been the scene of several serious accidents in the recent past, and therefore has been the subject of considerable discussion among the Railway, PUC and Highway offices with regard to an increase in the level of presently existing protection.

This grade crossing is now protected by PUC Standard No. 2 flashing light signals, and the discussions have been carried on first with an eye to installing crossing gates, but when that appeared to require from 6 to 9 months to have the installation completed, other lesser measures have been discussed. The possibility of installing high intensity lights in the existing signals was investigated by the Railroad, and it has been determined that it will be necessary to replace the entire light fixture to accommodate high intensity lights. Therefore, this solution is not one which may be completed in the immediate future. However I am advised that globes with higher wattage have recently been installed in the existing signals and their alignment with vehicular traffic verified to be accurate.

On Monday, July 27, after discussing this matter with Mr. L. E. George, I met with Messrs. D. A. Haakenson and J. R. Ritchie of the PUC and discussed the matter by telephone with Mr. H. F. Moy of the Oregon Electric Railway Company. We came to the following tentative conclusions:

1. The target value of the existing automatic signals may be increased by the installation of large black backboards which will make the crossbucks and the flashing light signals more visable when looking into the sun.

2. Flashing yellow beacons can be installed by the State on the existing advance warning RXR signs. These will flash continuously and will not be interconnected with the Railroad's circuits.

NOTED
A. E. JOHNSON

We proposed that a "Prepare to Stop When Light Flashes", Type W-302 sign, be installed and interconnected with the Railroad track circuits. Mr. Moy absolutely refused to allow this since the Railroad is presently involved with a law suit in the State of Washington regarding such a type of installation.

A meeting will be held in the field with representatives of the Railroad, PUC and Highway Division during the week of August 3, 1970, to determine the feasibility of installing the black backboards (at Railroad expense) on the existing Type 2 flashing light signals and the flashing yellow beacons on the existing Type W-1000 RXR signs (at State expense). This treatment can be completed within a week and will afford the traveling public a slightly higher level of protection at the crossing than presently exists.

All this is being done with cognizance that the Orleans-Lake Creek Section will be open for bids on September 3, 1970, and that a more sophisticated protection will be installed as part of our construction project.

PUC Order No. 41712, dated July 6, 1965, specifies that the existing PUC Standard No. 2 flashing light signals shall be removed and PUC Standard No. 2B flashing light signals on a 12-foot cantilever bracket be installed. It also proposed that the entire cost of installation will be borne by the State. We will ask for an amended order from the PUC on the basis that the PUC Standard No. 2B flashing light signals will be mounted on 20-foot cantilever brackets, that the signal be augmented with PUC Standard No. 4 crossing gates, and that the cost be shared on a 90-10 basis with the Railroad. The Railroad will be asked to bear the entire maintenance cost.

In light of past history with this Railroad, we may expect to carry the matter to the Supreme Court with regard to the maintenance of the signals. In the meantime, we have an agreement with the Railroad dated October 6, 1966, on the basis of the 1965 PUC Order, which should allow our construction project to proceed without delay.

F. D. Morgan
Construction Engineer

By: T. W. Litchfield

T. W. Litchfield
Railroad & Utility Engineer

TWL:ss
cc: Tom Edwards
F. B. Klaboe
L. I. Lindas
F. B. Crandall
R. D. Asburry
F. W. Sugnet

RECEIVED
JUL 31 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 16 1970
FOR FILING

S-119 (13)
7481

Cross Referenced To:
adm
Petitions
Benton

3473

July 16, 1970

Mrs. Robert A. Andersen
5005 Peoria Road
Corvallis, Oregon 97330

Dear Mrs. Andersen:

Reference is made to our letter to you of June 19 telling you that we would investigate the possibility of installing some left-turn refuges on the Corvallis-Lebanon Highway easterly of Corvallis.

As you probably already know, we have installed such refuges at Peoria Road, Colorado Lake Road and Peoria Loop Road (White Oak Drive).

Thank you for your interest in highway matters and for bringing this matter to our attention.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:arb

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
D. J. Barbee
R. D. Asburry

Porter

REFERRED TO
Admin
BY SECRETARY

5005 Peoria Road
Corvallis, Oregon 97330
June 17, 1970

REFERRED TO
Kinboe
BY DEPUTY STATE HIGHWAY ENGINEER

Oregon State Highway Department
Salem, Oregon 97301

Dear Sirs:

The signers of the accompanying petitions express concern regarding the danger in entering and exiting Highway 34 east from Corvallis to Riverside Drive. These people live in the area adjoining this section of Highway 34.

The problem of entering and exiting is extremely difficult at daily rush periods. There have been many accidents at the intersection of [redacted] and Highway 34. A recent accident which took four lives involved a car stopped on Highway 34 attempting a left turn onto [redacted].

In addition to turning lanes on Highway 34 at Peoria Road, [redacted], and White Oak Drive, a traffic light at Peoria Road is urgently needed.

There are several other less heavily traveled roads which join this section of Highway 34. These are equally hazardous intersections and also need turning lanes and better identifying signs.

Sincerely,

Mrs. Robert A. Anderson, Chairman
Mr. Floyd Williamson
Mrs. Don Stockton
Mrs. Merle Prindel
Mrs. Marvin Horn
Mrs. Noble Deckard
Mrs. Vera Clark

RECEIVED
JUN 17 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Mrs. Anderson brought this in 6-17-70
T.Q.

RECEIVED
JUN 17 1970
OREGON
STATE HIGHWAY COMMISSION

We the undersigned wish to petition the Oregon State Highway Department to provide center turn lanes at the following junctions:

1. SE Peoria Blvd. and Highway 34
2. Colorado Lake Drive and Highway 34
3. White Oak Drive and Highway 34

NAME	ADDRESS
R. M. Lindsay	RH3, Box 812 Albany Ore Peoria Road.
Flossie Lindsay	R 3 Albany
Erma Williamson	Tangard, Ore
La Mila Jean Elzinga	R#1 Box 253 Shedd Or.
Mabel & Leland Ark	3475 NW Witham Hill Dr Corvallis
J. W. Brown	R. 1 Box 55 Shedd Ore
Mary V. Brown	Rt 1- Box 55 Shedd, Ore
Anna L. McConnelee	422 W- 11th Albany, Oregon
Earl J. McConnelee	422 West 11th Albany, Oregon
Gerald Workinger	Rt 1 Box 64 Shedd, Oregon.
Bertha Workinger	Rt. 1- Box 64 - Shedd, Oregon
Clara Lovre	2650 S.E White Oak Dr Corvallis Ore
R. McLamb	R3 Box 821 Albany Or
Glory A. Lamb	R3, Box 821- Albany- Oreg.
Cora V. Moore	Rt 3 Box 819 M Albany Ore
AA (Curly) Moore	Rt 3 Box 819 M Peoria Road Albany Ore
Lois Pinkerton	Tangent- Ore (97389) Box 135
Ed Sleyes	Albany R 3- Box 810 P
Leona Keyes	albany R 3- Box 810 P
Hattie Stockton	Albany R3 box 818
Otto Stockton	R. 3 Box 818 Albany
Myrtle Pinnell	Shedd, Ore.

18 more pages

T. W. Brown	Shedd Ore
Robert C. Davis	Shedd Oreg
Evalena Davis	Rt. 1 Box 46 Shedd, Ore.
Dave Gurnine	Independence R 1 Box 90, Ore.
Ely Thompson	R# 3 Box 849 Albany
Ella M. Thompson	" " " " "
Leah B Freman	Shedd Oregon
M. Loura Hammitt	Shedd. Ore
Willard P Hammitt	Rt. 1
31	Shedd Oregon Rt 1

RECEIVED
JUL 16 1970
FOR FILING

7481

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

July 15, 1970

To: MEMO TO FILE

SUBJECT: Proposed Drop Arm Gates
Corvallis-Lebanon Highway &
Burlington Northern Railroad

NOTED
F. B. KLABOE

This letter is to serve as a file record concerning certain discussions involving the railroad grade crossing of the Corvallis-Lebanon Highway with the Burlington Northern Railroad.

Although Mr. Noy's letter of July 7 directed to Mr. Litchfield indicated that the Burlington Northern was not interested in drop arm gates, subsequent discussion with Mr. Edwards indicated that the Highway Division should attempt to obtain an amended PUC Order requiring the installation of gates at this crossing.

I have discussed this matter further with Mr. Litchfield who was involved with the original PUC Order issued in 1965. He will reopen negotiations on the crossing through the Commissioner's office at the earliest possible date.

This action should not in any way effect progress of the widening project.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Operations Engineer

LEG:mk

cc: Tom Edwards
F. B. Klaboe
T. W. Litchfield

RECEIVED
JUL 16 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 20 1970
FORM E-20 (REV. 10-69)
FOR FILING

S-119(13)
7481

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 10, 1970

To:

SUBJECT: Willamette River-Orleans Section
Corvallis-Lebanon Highway

A. E. Johnson
Asst. State Highway Engineer

B u i l d i n g

In accordance with Mr. Edwards' instructions, the three left-turn refuges located at Peoria Road, Peoria Loop Road, and Colorado Lake Road were provided for on July 7, 1970.

The existing striping line was obliterated by grinding and burning, and the three left-turn refuges striped.

The "SPEED 55" mile signs were installed July 9, 1970 eastbound at M.P. 0.29 and M.P. 1.82 and westbound at M.P. 1.81 and M.P. 3.32.

Robert N. Bothman
Maintenance Engineer

RNB:mp

NOTED
A. E. JOHNSON

NOTED
TOM EDWARDS

RECEIVED
JUL 10 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BP 52478-754

RECEIVED
JUL 8 - 1970
FOR FILING

Please Refer to:
Adm
Peterson
Benton

5-119(13)
7481

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 3, 1970

SUBJECT: Estimate Revision
Traffic Line Obliteration
Willamette River-Orleans Section
Corvallis-Lebanon Highway

To:

3413

Mr. A. E. Johnson
Assistant State Highway Engineer

BUILDING

Mr. Edwards asked for a check on the estimates contained in my letter of June 24, 1970, copy attached.

1. Grinding:

79,500 lineal feet of line and pavement markers. By State forces. $4,000

2. Plant Mix Seal (3/4" thick)

5,900 tons Class E mix, 7.5% asphalt.
600 tons allowance
6,500 tons @ $9.00 = $58,500
Engineering 4,500
By Contract $63,000

3. Chip Seal
1/4" thick, one shot Chip Seal
By State forces. $ 9,000

The original pavement laid in 1966 is 3-1/2" AC 52' wide travel lanes; 1-1/2" AC 20' wide shoulders.

The revised shoulders would have 7' wide shoulders. This would place one wheel of heavy traffic on the 1-1/2" AC. The Chip Seal on the grinding method would not strengthen this portion of the road.

Robert N. Bothman
Maintenance Engineer

By Carl M. Williams

Carl M. Williams
Maintenance Services Engineer

NOTED
A E JOHNSON
7/11/70

I checked by phone with Bothman regarding only at Peoria and Peoria Loop Rd. & Colorado Lake Rd. Maintenance ordered & agreed

RECEIVED
JUL 3 1970
OFFICE OF
STATE HIGHWAY ENGINEER

CMW:aj

Attachment

Orig returned to Maintenance - Bothman
7-7-70

RECEIVED
JUL 2 - 1970
FOR FILING

S-119(13)
7481

Salem, Oregon
June 29, 1970

Willamette R.-Orleans Section
Corvallis-Lebanon Highway

Mr. E. S. Hunter
Maintenance Engineer

I attach hereto drawings showing a 14-foot median strip, two 11-foot lanes and 7-foot shoulders for the entire length of the Willamette River-Orleans Section of the Corvallis-Lebanon Highway.

Please put in a left-turn refuge at Peoria Road, Station 74; Colorado Lake Road, Station 145+50; and Peoria Loop Road (White Oak Drive), Station 157+50.

The plans should then be returned to the Planning Section in order that they may include the balance of the work on the project which is to be contracted from Orleans to Lake Road in September.

Take such temporary means only as necessary to block out the existing stripes.

Tom Edwards
Assistant State Highway Engineer

TE:ja

Attachments

cc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. B. Crandall
R. D. Asburry

FORM E-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 24, 1970

To:

SUBJECT: Obliterating Traffic Line
Willamette River-Orleans Section
Corvallis-Lebanon Highway

Mr. Tom Edwards
Assistant State Highway Engineer

BUILDING

This section was completed August 5, 1966. The nominal typical section was 72 feet wide with provisions for a future 1-1/2 inches of AC.

The proposed obliteration could be accomplished in a variety of ways:

1. Grinding.
   79,500 lineal feet of line and painted markers. $ 4,000 (State Forces)

2. Plant Mix Seal (3/4" thick)
   4,020 tons of open graded AC. $ 35,000 (Contract)

3. Chip Seal (1/4" thick)
   1/4"-#10 One Shot Seal. $ 9,000 (State Forces)

The grinding de-bosses the line in the pavement.

A chip seal in this high volume traffic is easy to place but is difficult to cure and maintain while curing.

Since a future 1-1/2" was programmed for this section, it would be proper to place a 3/4" plant mix seal with provisions for an additional 3/4" in 5 to 8 years.

E. S. Hunter
Maintenance Engineer

By Carl M. Williams
Carl M. Williams
Field Maintenance Engineer

CMW:hj

RECEIVED
JUN 25 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

SP*93478-734

RECEIVED
JUN 26 1970
FOR FILING

S-119(13)
7481

3473

June 24, 1970

Mr. Boyd D. Nash
4410 N. E. Weslinn Avenue
Corvallis, Oregon 97330

Dear Mr. Nash:

I wish to acknowledge the receipt of the petition bearing some 115 signatures which you delivered to Mr. Howard Johnson, our District Engineer at Corvallis.

The section from Corvallis easterly has been under study for some time. Currently, we have asked our Traffic Engineering Division, the Department of State Police, and our District Engineer for recommendations of steps to be taken to improve the safety on this section. We expect the reports shortly and will then proceed.

In the meantime, I would call your attention to the fact that the actual accident rate on this section is only approximately one-half of that of a normal rural section of this type, but that corrective steps are to be taken because of the violence of the type of accidents which have occurred.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:ja

bc Forrest Cooper
R. L. Porter
F. B. Klaboe (enc.)
Victor D. Wolfe
E. S. Hunter
F. B. Crandall (enc.)
R. D. Asburry

RECEIVED
JUN 22 1970
FOR FILING

June 19, 1970

3417

Mrs. Robert A. Anderson
3005 Fourth Road
Corvallis, Oregon 97330

Dear Mrs. Anderson:

This will acknowledge receipt of your petition concerning left-turn refuges and signals on the Corvallis-Lebanon Highway easterly of Corvallis.

The matter will have the attention of the Highway Commission, and you will hear from us again after an investigation has been made.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:mm

cc Forrest Cooper
Tom Edwards
F. B. Klabee/ with letter & Petition
Victor D. Wolfe
R. D. Asbury

FORM S-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
DIVISION ENGINEER - Division No. 2
JUN 10 1970
ROUTING
ASBURRY ☐ WIMER ☐ BOYD ☐
CANFIELD ☑ ☐ ☐

Corvallis 97330
June 9, 1970

To: Mr. R. D. Asburry

SUBJECT: Corvallis - Orleans Secondary
Corvallis - Lebanon Highway

DIVISION ENGINEER

As mentioned to you as a possibility, the natives have become restless over the recent fatal accidents on this section of highway.

The enclosed petitions contain 115 signatures, and it is anticipated that there may be more to come. In addition to this, the State Police have discussed this problem with me on several occasions and will probably send a report through their headquarters on the matter.

All of the petitions received as of this time are here for your review. None of them have been answered.

MAINTENANCE ENGINEER
RECEIVED
JUN 16 1970
ME AME AME OE AG
BS ABS AA FILE TA

Howard C. Johnson
District Engineer

HCJ:as

Enclosures 12

CC: E.S. Hunter
With petitions - no answer has been made from this off.

BP*52678-724

REFERRED TO
Admin
BY SECRETARY

5005 Peoria Road
Corvallis, Oregon 97330
June 17, 1970

REFERRED TO
Klaboe
BY DEPUTY STATE HIGHWAY ENGINEER

Oregon State Highway Department
Salem, Oregon 97301

Dear Sirs:

The signers of the accompanying petitions express concern regarding the danger in entering and exiting Highway 34 east from Corvallis to Riverside Drive. These people live in the area adjoining this section of Highway 34.

The problem of entering and exiting is extremely difficult at daily rush periods. There have been many accidents at the intersection of Peoria Road and Highway 34. A recent accident which took four lives involved a car stopped on Highway 34 attempting a left turn onto White Oak Drive.

In addition to turning lanes on Highway 34 at Peoria Road, Colorado Lake Drive, and White Oak Drive, a traffic light at Peoria Road is urgently needed.

There are several other less heavily traveled roads which join this section of Highway 34. These are equally hazardous intersections and also need turning lanes and better identifying signs.

Sincerely,

Mrs. Robert A. Anderson, Chairman
Mr. Floyd Williamson
Mrs. Don Stockton
Mrs. Merle Prindel
Mrs. Marvin Horn
Mrs. Noble Deckard
Mrs. Vera Clark

RECEIVED
JUN 17 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Mrs. Anderson brought this in 6-17-70
F.E.

RECEIVED
JUN 17 1970
OREGON

Mr. Howard C. Johnson
District Engineer
State of Oregon
3700 Philomath Highway
Corvallis, Oregon 97330

Dear Mr. Johnson,

In view of the increasing number of accidents on the 4 mile section of highway 34 just east of Corvallis, we feel it is time to renew our pleas that left turn safety lanes be installed at those points where numerous cars must enter and leave the highway. It is unfortunate that the recent tragic accident at White Oak Drive occurred, but much more tragic is the fact that it would have been avoided if the State of Oregon had heeded our pleas of many months ago. The State of Oregon has a responsibility to protect motorists who must now often come to a complete stop in 60-70 mph traffic to make left turns from Highway 34. Won't you please do something to prevent the needless loss of property and life by installing, post haste, safety lanes for our protection. Let us not have to lose more lives before you wake up to our needs.

June 5, 1970

Boyd D Nash 4410 NE Western Ave, Corvallis
Stephen D Hill 2953 N.W. Polk Corvallis, Ore
Mary L Kendall 830 NW Conifer, Corvallis
Ralph E Marsden 113 Tangent, Oregon
Clark D Hogan 1415 Salem Ave Albany Oregon
Emil R Andersen 1345 Chestnut Albany Oregon
David E Lange 1156 W. Ninth Albany, Oregon
J. Schallenc Rt 1 379C-4 " "
Thomas J. Campbell - 455 NW Ponderosa Corvallis, Ore
Grace M. Dalton - 1045 d Main, Albany, Oregon
Darrell L Bunt 3056 DIAN AVE ALBANY, ORE.

RECEIVED
JUN 24 1970
FOR FILING

5-119(13)
7481

Salem, Oregon
June 23, 1970

Mr. R. D. Asburry
Division Engineer

Willamette River-
Orleans Section
Corvallis-Lebanon Hwy.

If you have a large scale plan, please impose thereon a section showing a left-turn median in the above section of the Corvallis-Lebanon Highway and forward it to me.

Also, please have Trygstad run a speed check. I have in mind placing a 50 or 55 MPH maximum speed limit on this section.

Tom Edwards
Assistant State Highway Engineer

TE:ja

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall (enc.)

122-1021

FORM E-20 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 18, 1970

To: Tom Edwards
ASST. STATE HIGHWAY ENGINEER

SUBJECT: Willamette River-Orleans Section
Corvallis-Lebanon Highway
Linn County

The subject section which was completed August 5, 1966 is a four lane roadway with a four foot median, four 12-foot driving lanes and two 10-foot shoulders. Ever since its opening, we have been plagued with requests from the local residents to provide a left turn refuge. The request was based upon alleged accidents and near-accidents caused by people having to stop in the fast lane to make a left turn movement.

The actual accidents have not been many relative to prevailing average for this type of road but their severity has been bad.

It would be possible to make a left turn refuge through this section by reducing the shoulders to a four foot width. This would help the left turning movements but would bring forth other problems which could outweigh the advantage of the left turn refuge.

It is necessary at times for cars to park on the shoulder throughout this section due to car trouble etc. which with only a four foot shoulder would mean that they would have to park at least partially in a driving lane. Also the ten foot shoulder area has only one lift ($1\frac{1}{2}$ inch thick) of asphalt concrete which if the traffic was directed over it which would include the heavy traffic would no doubt cause failure of the wearing surface.

In traveling and in investigation by the Traffic Engineer of this section, it has been noted that the traffic uses this section more like a freeway with speeds accordingly. I would recommend that some speed control signs ("BASIC SPEED 55") be placed throughout this section. At the present time the only speed indication sign is one near the westerly end at the east end of the 25 MPH zone which reads "END 25 MILE SPEED". These could be placed immediately, maybe it would reduce the high speed through this section.

R. D. Asburry
DIVISION ENGINEER

RDA/cg

NOTED
TOM EDWARDS

RECEIVED
JUN 19 1970
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Revised

Section ORLEANS - LAKE ROAD Highway Corvallis-Lebanon (FA 216) County Linn Prefix 122-1474

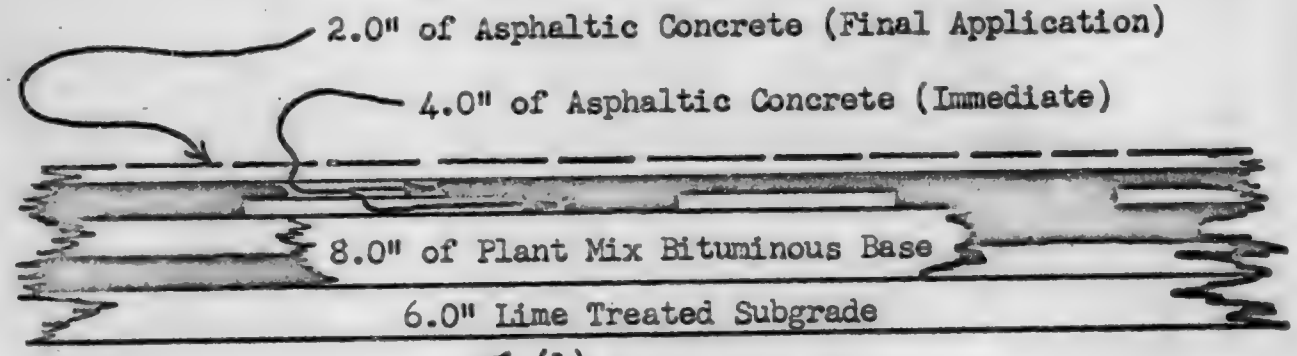
Res. Engr. _____ Approx. Length 3± Miles. Sta. 205± to Sta. 350± Date 6-15-70

Mean
Truck A.D.T. 661 Traffic Coefficient 9.7 18 kip s.a. per day 237.8.

Annual Precipitation 35"± Frost Penetration - - - - -.

NEW WORK

(1)
Typical Soil
40 LL
13 PI
100 %P 10
94 %P200
0 %Gravel
2 %C Sand
4 %F Sand
57 %Silt
37 %Clay
8 "R" Value


2.0" of Asphaltic Concrete (Final Application)
4.0" of Asphaltic Concrete (Immediate)
8.0" of Plant Mix Bituminous Base
6.0" Lime Treated Subgrade
(1)
Silty Clay

	CBE Total Req.	Credit	Actual Thick.	
		4.0	2.0	AC (FA)
		8.0	4.0	AC (I)
		14.5	8.0	PMBB
		5.0	6.0	LTS
31.5	31.5		20.0	

AASHO CLASSIFICATION:

A-6 (9)

MATERIAL SOURCES:

To be determined by the Engineer.

See Page 3 for remarks.

RECEIVED
JUN 25 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 26 1970
FOR FILING

S-1196(13)
1481

NOTED
F. B. KLABOE

B.P.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Division Geologist

Submitted by C. J. Berg
for Staff Assistant

Recommended by John Glenn
Engineer of Materials

Recommended by A. L. Oeken
asst Construction Engineer

Approved by F. B. Klaboe
Asst. State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Revised

Section ORLEANS - LAKE ROAD Highway Corvallis-Lebanon (FA 216) County Linn Prefix 122-1474

Res. Engr. _____ Approx. Length 3± Miles. Sta. 205± to Sta. 350± Date 6-15-70

Mean

Truck A.D.T. 661 Traffic Coefficient 9.7 18 kip s.a. per day 237.8.

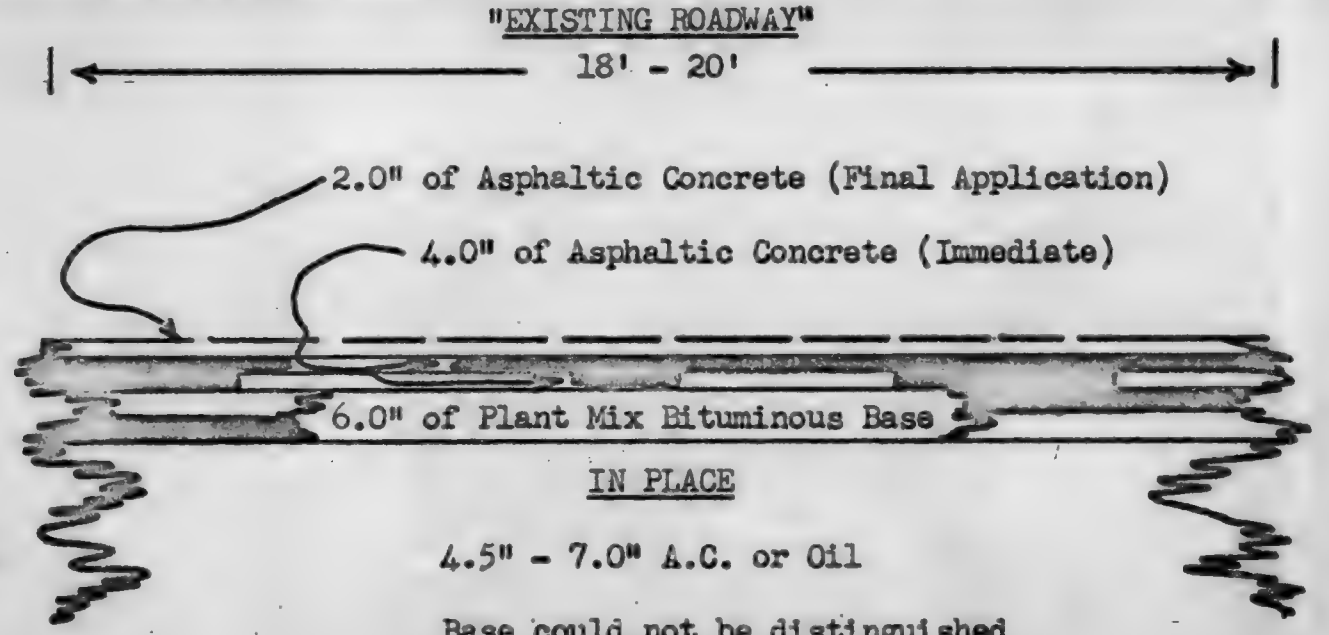
Annual Precipitation 35"± Frost Penetration - - - -.

(1)

Typical Soil
- 40 LL
- 13 PI
- 100 %P 10
- 94 %P200
- 0 %Gravel
- 2 %C Sand
- 4 %F Sand
- 57 %Silt
- 37 %Clay
- 8 "R" Value

AASHO CLASSIFICATION:
A-6 (9)

MATERIAL SOURCES:
To be determined by the Engineer.


"EXISTING ROADWAY"
18' - 20'
2.0" of Asphaltic Concrete (Final Application)
4.0" of Asphaltic Concrete (Immediate)
6.0" of Plant Mix Bituminous Base
IN PLACE
4.5" - 7.0" A.C. or Oil
Base could not be distinguished from subgrade material.

	CBE Total Req.	Credit	Actual Thick.	
		4.0	2.0	AC (FA)
		8.0	4.0	AC (I)
		11.0	6.0	PMBB
IN PLACE			Average	
		8.0	5.5	AC or Oil
		0.0	0.0	Base
	31.5	31.0	17.5	

See Page 3 for remarks

cc:

SECTION: ORLEANS - LAKE ROAD

HIGHWAY: Corvallis-Lebanon

COUNTY: Linn

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	P.M.B.B.	3/4"-0 Aggregate Base	Aggregate Base	L.T.S.	"CBE" Total Requirement	Actual Thickness
8.0 - 9.0	3.5"	8.0"	—	—	6.0"	27.5"	17.5"
7.0 - 8.0	3.5"	7.0"	—	—	6.0"	24.5"	16.5"
6.0 - 7.0	3.0"	5.0"	—	—	6.0"	21.0"	14.0"
5.0 - 6.0	2.0"	—	—	9.0"	6.0"	18.0"	17.0"
Cars Only	2.0"	—	—	4.0"	6.0"	13.0"	12.0"

Remarks:

Where crushed material is required for base, level, or shoulders, recommend the 1"-0 or 3/4"-0 produced for the P.M.B.B. be substituted for normal specification sizes.

Tests indicate that a sand blanket is required to prevent infiltration of the subgrade soil into the base material. Addition of 6%± Lime to the in-place soil would give the same benefit as a sand blanket and a credit of 1.0" treated material = 0.8" crushed base allowed.

Project Base Design has been revised in order to update traffic from a design year of 1964 to 1970.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	=	2.0"	Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.8"	Crushed Base
1.0"	Cement Treated Base	=	1.8"	Crushed Base
1.0"	Oil Mat	=	1.1"	Crushed Base
1.0"	Stone Subbase	=	0.8"	Crushed Base
1.0"	Lime Treated Subgrade	=	0.8"	Crushed Base

Above factors apply to materials that comply with Standard Specifications, Supplemental Standard Specifications, and Special Provisions.

"EXISTING MATERIALS CREDIT"

1.0"	Asphaltic Concrete or Oil	=	1.5"	Crushed Base

TRAFFIC ANALYSIS

SECTION: ORLEANS - LAKE ROAD

HIGHWAY: Corvallis-Lebanon

COUNTY: Linn

5700 Present ADT (1970)

7.0 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	160	2.3	368	264	450	118,800
3	75	2.3	173	124	1000	124,000
4	15	2.3	35	25	1250	31,250
5	150	2.3	345	248	3180	788,640
6	---	---	---	---	2570	- - - -
				661	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 1,062,690

TWENTY YEAR EWL 21,253,800

TRAFFIC COEFFICIENT 9.7

SECTION: ORLEANS - LAKE ROAD

HIGHWAY: Corvallis-Lebanon

COUNTY: Linn

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: None Made - See Remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Part of the design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: Not a consideration
10. Stimulation of Competition: See Remarks
11. Construction Consideration: Not a problem
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not a consideration
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: No problem

CONCLUSION AND REMARKS:

A.C. is recommended for the following reasons:

Fill heights will average about 10 feet. Minor subsidence is anticipated and A.C. is more desirable for easy restoration of these areas.

RECEIVED
JUN 15 1970
FOR FILING

5-119(13)
2481

June 12, 1970

Mr. Holly V. Holcomb
Superintendent
Department of State Police
107 Public Service Building
Salem, Oregon 97310

Dear Mr. Holcomb:

The Corvallis-Lebanon Highway between I-5 and Corvallis and particularly, the four-lane section, has an accident record approximately one-half of that of the normal rural Oregon highway. However, the accidents in this section have been extremely violent.

A copy of this letter is being sent to the Highway Division's Traffic and Division Engineers. I would appreciate an independent study and report by each of you directed to any change you may suggest in order that I may make a proper decision as to some means of reducing both the number and the violence of the accidents which are occurring.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:ja

cc F. B. Crandall
R. D. Asburry

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe

RECEIVED
JUN 12 1970
FOR FILING

FORM E-30 (REV. 10-69)

5-119(13)
7481

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 1, 1970

To:

SUBJECT: Peoria Road
Corvallis-Lebanon Highway

Mr. Tom Edwards
Assistant State Highway Engineer
BUILDING

There are two roads which could be involved. MP 1.20 marked "Peoria-Brownsville" and MP 2.78 marked "Peoria."

Both are 90° tee intersections with good sight distance. The road at MP 1.20 has unlimited sight distance east. Looking west about 1/4-mile there is a slight dip. This dip does not hide a car, but it could cause the casual driver on the Peoria road to lose sight of an approaching vehicle.

These intersections are properly signed and delineated.

All intersections of a 2-lane road with a 4-lane undivided highway have the problem for the entering driver of watching 3 or 4 lanes of vehicles instead of just 2 lanes.

E. S. Hunter
Maintenance Engineer

By Carl M. Williams

Carl M. Williams
Field Maintenance Engineer

CMW:aj

cc: R. D. Asburry

NOTED
TOM EDWARDS

RECEIVED
JUN 1 1970
OFFICE OF
STATE HIGHWAY ENGINEER

SP*92479-734

RECEIVED
MAR 22 1970
...LING

5-119(13)
1-7481

3-17-70

March 19, 1970

Board of County Commissioners
Linn County
Courthouse
Albany, Oregon 97321

MISC. CONTRACTS and
AGREEMENTS No. 3222

Attention: Nancy Kirkpatrick
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning reconstruction of the Orleans-Lake Creek Section of the Corvallis-Lebanon Highway.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhn
Attachment

cc H. S. Cox
(conf. agreement attached)

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FEB 25 1970
FOR FILING

US-119(13)
7481

February 24, 1970

Oregon State Highway Commission

Gentlemen:

The Linn County Board of Commissioners has executed an agreement concerning reconstruction of the Orleans-Lake Creek Section of the Corvallis-Lebanon Highway to a modern facility accommodating four lanes of traffic. This section lies approximately midway between the city of Corvallis and the Pacific Highway (I-5) and will extend the existing four-lane highway just over two miles easterly.

The agreement provides for construction and maintenance of the project by the State and includes acquisition of right-of-way, grading, base, paving, structures and signing. The County has agreed to cooperate with the State in the relocation or adjustment of any utility facilities which may be in conflict with the plans for the proposed project.

This section is tentatively scheduled for contracting at the September 3 bid letting (estimated cost $2,700,000).

This matter will be on the agenda for your consideration at the March 17 meeting. I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
D. J. Barbee
F. D. Morgan
V. E. Skoog
L. H. Young
D. H. Moehring
H. S. Cox
R. D. Asburry

MCH:ljt sr

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OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

February 13, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

We request your concurrence that under the terms of paragraph 2b of IM 50-1-70, submission of the following projects to the State Clearinghouse for review and comment is not required for the reason stated.

Gladstone Intchge.-Oregon City Intchge. Sec., E. Portland Freeway
Substantial right of way was acquired prior to 9-30-69.

La Grande Section, Old Oregon Trail (McAlister Lane & UPRR Strs.)
Stage construction. This is part of section now under construction.

State St.-N. Santiam Highway Jct. Section, Silver Cr. Falls Hwy.
Substantial right of way acquired prior to 9-30-69.

Pacific Highway East-Ward Drive Section, FAS 741 (Lancaster Drive)
Substantial right of way acquired prior to 9-30-69.

Jumpoff Joe Creek-Louse Creek Intchge. Sec., FAS 17-102
Substantial right of way acquired prior to 9-30-69.

West Linn-Pacific Hwy. Section, East Portland Freeway
Stage construction. Beautification of section now under construction.

Quinton-Arlington Section, Columbia River Highway
Stage construction. Army Engineers requested that this section be oiled then paved later. This is the paving project.

West and South Pendleton Intchge. Section, Old Oregon Trail
Stage construction. This is beautification of a section recently constructed.

Emigrant Ave. Intchge. Section, Old Oregon Trail
Stage construction. Beautification of a section recently completed.

Hubbard Intchge. Section, Pacific Highway
Substantial right of way acquired prior to 9-30-69.

Talbot Rd.-N. Albany Intchge. Sec., Pacific Highway
Stage construction. Beautification of current safety project.

Gap-Tygh Grade Section, The Dalles-California Highway
Substantial right of way acquired prior to 9-30-69.

Interstate Bridge-Denver Ave. Section, Pacific Highway
Substantial right of way acquired prior to 9-30-69.

Orleans-Lake Creek Section, Corvallis-Lebanon Highway
Substantial right of way acquired prior to 9-30-69.

Vista Ridge Tunnel Section, Sunset Highway
Stage construction. Beautification of a current project.

Cedar Hills Blvd. Intchge., Sunset Highway
Stage construction. Beautification of a previous project.

7th Ave.-Willamette R. (Eugene) Section, Pacific Highway
Substantial right of way acquired prior to 9-30-69.

Grey Cr.-N. Fk. Coquille R. Section, Coos Bay-Roseburg Highway
Substantial right of way acquired prior to 9-30-69.

Multnomah Co. Line-E. Cascade Locks Section, Columbia River Hwy.
(Pavement seal) P.S.& E. previously received.

La Grande-Ladd Canyon Section, Old Oregon Trail
Substantial right of way acquired prior to 9-30-69.

Olds Ferry-N. Jacobsen Gulch Section, Old Oregon Trail
Substantial right of way acquired prior to 9-30-69.

N. Fk. Jacobsen Gulch-N. Ontario Intchge. Sec., Old Oregon Trail
Substantial right of way acquired prior to 9-30-69.

Forest Grove Section, Tualatin Valley Highway
Substantial right of way acquired prior to 9-30-69.

Gellatly Summit Section, Corvallis-Newport Highway
Substantial right of way acquired prior to 9-30-69.

Sixes River Section, Oregon Coast Hwy. (Including Crystal Cr. Br.)
Substantial right of way acquired prior to 9-30-69.

Oro Dell-La Grande Section, Old Oregon Trail
Substantial right of way acquired prior to 9-30-69.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

cc: F. B. Klaboe
D. J. Barbee
H. S. Cox
R. L. Schroeder
B. L. Gifford

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OFFICE OF
STATE HIGHWAY ENGINEER

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S-119(13)
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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 17, 1969

To: MEMO TO THE FILE

SUBJECT: Orleans-Lake Creek Section
Project No. S-119(13)
Corvallis-Lebanon Highway
Design Approval

Based on the following information, we are of the opinion that no further public hearings are required on the subject project, and further that design approval was given prior to the January 14, 1969 effective date of PPM 20-8, and therefore that no further approval action is required under the current PPM 20-8.

The subject project for construction of this section was programmed April 6, 1965, with approval and authorization given by BPR letter of April 23, 1965. Subsequent revisions in programming were made and approved, with the latest revision withdrawing the project to a Stage 1 status being approved by the BPR on January 27, 1967.

Copies of the PUC order for the railroad grade crossing were forwarded to the BPR on October 28, 1966, with an executed copy of the construction agreement with the railroad being forwarded on January 6, 1967.

The right of way required for this project was programmed under Projects S-119(9) and S-119(12), with BPR authorization given for actual acquisition on February 18, 1963 and October 16, 1964, respectively. Purchase of the right of way is complete, with the last parcel being acquired July 9, 1968.

We are of the opinion that BPR authorization to acquire the right of way was given only after consideration of the design features of the project, which in effect constituted design approval.

L. H. Young
Program and Planning Engineer

NOTED
F. B. KLABOE

cc: R. E. Simpson, BPR
F. B. Klaboe
D. J. Barbee
R. W. Ellison
B. L. Gifford
R. N. Chase

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JUL 17 1969
OFFICE OF
STATE HIGHWAY ENGINEER

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SEP 29 1967
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON
PORTLAND
FRED W. HILL, MEMBER
HELIX

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S. 119(13)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 26, 1967

Oregon Electric Railway Company
1101 NW Hoyt Street
Portland, Oregon 97207

ATTENTION: Mr. H. E. Hudson
Right of Way and Tax Agent

Re: Pipe Permit
R/W File 37330
Orleans-Lake Creek Section
Corvallis-Lebanon Highway
Linn County
YOUR FILE 745-2

Gentlemen:

Your letter of September 5, 1967, to the attention of Mr. Earl F. Saling, and other correspondence concerning the above-captioned subject, has been referred to me for reply. The construction of this project has been deferred indefinitely, and for that reason we have not placed the highest priority on this problem.

You will find attached two copies of sheet number 6 of our proposed construction plans on which is shown the information you requested. You will note we proposed to install a 24-inch corrugated metal pipe (12 gauge) under your tracks at railroad station 4415+92. The pipe will be asphalt coated.

I trust this will supply you with the information you require to prepare the pipe crossing permit. The balance of the construction to be performed on your property has been covered in the construction agreement between the railroad and the State dated October 6, 1966.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:ss
Enclosure

cc: F. B. Klaboe
D. H. Moehring
R. D. Asburry
E. J. Benner
L. L. MacIntyre
F. W. Sugnet

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SEP 26 1967
OFFICE OF
STATE HIGHWAY ENGINEER

JAN 13 1967

FOR 7481

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 5, 1967

RAILROAD COMPANIES
FILE No. 633

To: Mr. Floyd Query, Secretary
State Highway Commission

Building

SUBJECT: Construction Agreement
Pux 562 R/W File 37330
Orleans-Calapooya River Section
Corvallis-Lebanon Highway
Linn County

Attached please find fully executed duplicate original of a construction agreement relative to the above-titled matter. This agreement should be filed in your permanent records.

Distribution of conformed copies has been made as indicated below.

Jack L. Sollis
JACK L. SOLLIS
Staff Attorney

JLS:ja
Attachment

cc: F. B. Klaboe (1)
Ivan Merchant (1)
F. D. Morgan (2)
E. S. Hunter (1)
R. D. Asburry (2)
R. N. Chase (3)
C. H. Maison (1)
Earl F. Saling (1)
T. W. Litchfield (1)

Linda
To note in your record and then file
FE

Noted: Ltr sent to file 1-5-67.

RECEIVED
7481

UNITED STATES
DEPARTMENT OF THE INTERIOR
BONNEVILLE POWER ADMINISTRATION
PORTLAND, OREGON 97208

MISC. CONTRACTS and AGREEMENTS No. 3163

October 27, 1966

In reply refer to:
Tract No. VE-500
Contract No. 14-03-53277

Your reference:
Orleans Road- Calapooya River Sec.
Corvallis-Lebanon Highway

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon 97310

Dear Mr. Query:

The Trust Agreement covering modification of our transmission facilities for the subject highway project, forwarded with your letter of October 18, 1966, has been signed for the Administration, and is enclosed.

State warrant in the amount of $5,900 was received today.

Sincerely yours,

Louis J. Cowan
Acting Chief,
Branch of Land

Enclosure

Fran- Linda
To post & file
76.

NOTED
FLOYD QUERY

Copy to Maloon 10-31
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OCT 31 1966
OREGON
STATE HIGHWAY COMMISSION

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7481

Agenda Item 4y

October 26, 1966

U. S. Department of Interior
Bonneville Power Administration
827 N. E. Oregon Street
Portland, Oregon 97208

Attention: Mr. John V. Mulcahy
Chief, Branch of Land

Gentlemen:

Attached is the Oregon State Highway Department's check in the amount of $6,900 as provided in a Trust Agreement for relocation of your facilities on the Orleans Road-Calapooia River Section of the Corvallis-Lebanon Highway in Linn County.

Two copies of the agreement were sent to you on October 18, 1966, will you please return to us one executed copy.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:jk

cc C. H. Maison
Attn: Don Taylor

T. W. Litchfield

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OCT 13 1966
FOR FILING
7481

Salem, Oregon
October 11, 1966

MEMO TO FILES

Orleans Road - Calapooia River Section
Corvallis-Lebanon Highway
Linn County
Lime Treatment of Subgrade

The successful use of hydrated lime to stabilize silty-clay and clay type soil subgrades by others has been studied. For most soils of this type very definite benefits are obtained in the way of marked reduction in plasticity and gain in the strength of the materials treated.

The desirability of gaining knowledge by a short experimental section has been discussed with Mr. Klaboe. Approval has been received to provide monies on the subject project to treat a 6-inch depth of subgrade for a distance of approximately one-half mile on a force account basis. This project was selected because of anticipated subgrade problems as experienced on the recently completed project directly to the west where soil type (silty clay) and high water table are similar. Laboratory tests show the soil here to be quite responsive to lime.

It is believed that performing the work on a force account basis will provide the leeway needed for experimentation. An amount of $15,000 has been estimated for the work to be done. This is based on 5% lime.

A full width section between station 250 and 260 and on the right only between station 240 and station 270 have been selected for treatment. Control of operations will be dictated by Texas specifications. (copy attached)

The contractor should be advised of the following:

1) Intent to treat designated sections
2) Roadbed to be brought to line and grade before treatment
3) Approved equipment to spread lime dry or in slurry form shall be provided
4) Approved mixing and compactive equipment shall be provided
5) Controlled traffic over the treated area can be expected up to a period of seven days after treatment.

GLD:sg

ORIGINAL SIGNED by G. L. BECKER

G.L. Decker
Assistant Construction Engineer

cc: F.B. Klaboe
L.H. Young
R.D. Asturry
F.W. Yarbrough

ITEM 260

LIME TREATMENT FOR MATERIALS IN PLACE

260.1. Description. This item shall consist of treating the subgrade, existing subbase or existing base by the pulverizing, addition of lime, mixing and compacting the mixed material to the required density. This item applies to natural ground, embankment, or existing pavement structure and shall be constructed as specified herein and in conformity with the typical sections, lines and grades as shown on the plans or as established by the Engineer.

260.2. Materials.

(1) The lime shall meet the requirements of the Item, "Hydrated Lime and Lime Slurry", for the type of lime specified.

When Type B, Commercial Lime Slurry, is specified, the Contractor shall select, prior to construction, the grade to be used and shall notify the Engineer in writing before changing from one grade to another.

(2) If the minimum design strength or percent of lime to be used for the treated subgrade, existing subbase or existing base is specified, it will be determined by preliminary tests performed in accordance with Test Method Tex-121-E.

260.3. Equipment.

(1) The machinery, tools and equipment necessary for proper prosecution of the work shall be on the project and approved by the Engineer prior to the beginning of construction operations.

All machinery, tools and equipment used shall be maintained in a satisfactory and workmanlike manner.

(2) Hydrated lime shall be stored and handled in closed weatherproof containers until immediately before distribution on the road. If storage bins are used they shall be completely enclosed. Hydrated lime in bags shall be stored in weatherproof buildings with adequate protection from ground dampness.

(3) If lime is furnished in trucks, each truck shall have the weight of lime certified on public scales or the Contractor shall place a set of standard platform truck scales or hopper scales at a location approved by the Engineer.

Scales shall conform to the requirements of the Item, "Weighing and Measuring Equipment".

(4) If lime is furnished in bags, each bag shall bear the manufacturer's certified weight. Bags varying more than 5 percent from that weight may be rejected and the average weight of bags in any shipment, as shown by weighing 50 bags taken at random, shall not be less than the manufacturer's certified weight.

260.4. Construction Methods.

(1) General. It is the primary requirement of this specification to secure a completed course of treated material containing a uniform lime mixture, free from loose or segregated areas, of uniform density and moisture content, well bound for its full depth and with a smooth surface suitable for placing subsequent courses. It shall be the responsibility of the Contractor to regulate the sequence of his work, to use the proper amount of lime, maintain the work and rework the courses as necessary to meet the above requirements.

Prior to beginning any lime treatment, the roadbed shall be constructed and shaped to conform to the typical sections, lines and grades as shown on the plans or as established by the Engineer. The material to be treated shall then be excavated to the secondary grade (proposed bottom of lime treatment) and removed or windrowed to expose the secondary grade. Any wet or unstable materials below the secondary grade shall be corrected, as directed by the Engineer, by scarifying, adding lime, and compacting until it is of uniform stability. The excavated material shall then be spread to the desired cross section.

If the Contractor elects to use a cutting and pulverizing machine that will remove the subgrade material accurately to the secondary grade and pulverize the material at the same time, he will not be required to expose the secondary grade nor windrow the material. However, the Contractor shall be required to roll the subgrade, as directed by the Engineer, before using the pulverizing machine and correct any soft areas that this rolling may reveal. This method will be permitted only where a machine is provided which will insure that the material is cut uniformly to the proper depth and which has cutters that will plane the secondary grade to a smooth surface over the entire width of the cut. The machine shall be of such design that a visible indication is given at all times that the machine is cutting to the proper depth.

(2) Application. Lime shall be spread only on that area where the first mixing operations can be completed during the same working day.

The application and mixing of lime with the material shall be accomplished by the methods hereinafter described as "Dry Placing" or "Slurry Placing". When Type A, Hydrated Lime, is specified, the Contractor may use either method.

(a) Dry Placing. The lime shall be spread by an approved screw type spreader box or by bag distribution at the rates shown on the plans or as directed by the Engineer.

The lime shall be distributed at a uniform rate and in such manner as to reduce the scattering of lime by wind to a minimum. Lime shall not be applied when wind conditions, in the opinion of the Engineer, are such that blowing lime becomes objectionable to traffic and adjacent property owners. A motor grader shall not be used to spread the lime.

The material shall be sprinkled as directed by the Engineer, until the proper moisture content has been secured.

(b) Slurry Placing. The lime shall be mixed with water in trucks with approved distributors and applied as a thin water suspension or slurry. Type B, Commercial Lime Slurry, shall be applied with a lime percentage not less than that applicable for the grade used. The distribution of lime at the rates shown on the plans or as directed by the Engineer shall be attained by successive passes over a measured section of roadway until the proper moisture and lime content has been secured. The distributor truck shall be equipped with an agitator which will keep the lime and water in a uniform mixture.

(3) Mixing. The mixing procedure shall be the same for "Dry Placing" or "Slurry Placing" as hereinafter described.

(a) First Mixing. The material and lime shall be thoroughly mixed by approved road mixers or other approved equipment, and the mixing continued until, in the opinion of the Engineer, a homogeneous, friable mixture of material and lime is obtained, free from all clods or lumps. Materials containing plastic clays or other material which will not readily mix with lime shall be mixed as thoroughly as possible at the time of the lime application, brought to the proper moisture content and left to cure 1 to 4 days as directed by the Engineer. During the curing period the material shall be kept moist as directed.

(b) Final Mixing. After the required curing time, the material shall be uniformly mixed by approved methods. If the soil binder-lime mixture contains clods, they shall be reduced in size by raking, blading, discing, harrowing, scarifying or the use of other approved pulverization methods so that when all nonslaking aggregates retained on the No. 4 sieve are removed the remainder of the material shall meet the following requirements when tested dry by laboratory sieves:

	Percent
Minimum Passing 1¾" Sieve	100
Minimum Passing No. 4 Sieve	60

During the interval of time between application and mixing, hydrated lime that has been exposed to the open air for a period of 6 hours or more or to excessive loss due to washing or blowing will not be accepted for payment.

(4) Compaction. Compaction of the mixture shall begin immediately after final mixing and in no case later than 3 calendar days after final mixing, unless approval is obtained from the Engineer. The material shall be aerated or sprinkled as necessary to provide the optimum moisture. Compaction shall begin at the bottom and shall continue until the entire depth of mixture is uniformly compacted by the method of compaction hereinafter specified as the "Ordinary Compaction" method or the "Density Control" method as indicated on the plans.

If the total thickness of the material to be treated cannot be mixed in one operation, the previously mixed material shall be bladed to a windrow just beyond the area to be treated and the next layer mixed with lime as specified in Section (3). The first layer of the treated material shall be compacted in such a manner that the treated material will not be mixed with the underlying material.

When the "Ordinary Compaction" method is indicated on the plans the following provisions shall apply:

The material shall be sprinkled and rolled as directed by the Engineer. All irregularities, depressions or weak spots which develop shall be corrected immediately by scarifying the areas affected, adding or removing material as required and reshaping and recompacting by sprinkling and rolling. The surface of the course shall be maintained in a smooth condition, free from undulations and ruts, until other work is placed thereon or the work is accepted.

When the "Density Control" method of compaction is indicated on the plans the following provisions shall apply:

The course shall be sprinkled as required and compacted to the extent necessary to provide the density specified below as determined by the use of the compaction ratio method:

Description	Density, Percent
For lime treated subgrade, existing subbase or existing base that will receive subsequent subbase or base courses.	Not less than 95 except when otherwise shown on the plans.
For lime treated existing subbase or existing base that will receive surface courses.	Not less than 98 except when otherwise shown on the plans.

The testing will be as outlined in Test Method Tex-114-E or other approved methods. In addition to the requirements specified for density, the full depth of the material shown on the plans shall be compacted to the extent necessary to remain firm and stable under construction equipment. After each section is completed, tests as necessary will be made by the Engineer. If the material fails to meet the density requirements, it shall be reworked as necessary to meet these requirements. Throughout this entire operation the shape of the course shall be maintained by blading, and the surface upon completion shall be smooth and in conformity with the typical section shown on the plans and to the established lines and grades. Should the material due to any reason or cause, lose the required stability, density and finish before the next course is placed or the work is accepted, it shall be recompacted and refinished at the sole expense of the Contractor.

260.5. **Finishing, Curing and Preparation for Surfacing.** After the final layer or course of the lime treated subgrade, subbase or base has been compacted, it shall be brought to the required lines and grades in accordance with the typical sections. The completed section shall then be finished by rolling as directed with a pneumatic or other suitable roller sufficiently light to prevent hair cracking. The completed section shall be moist-cured for a minimum of 7 days before futher courses are added or any traffic is permitted, unless otherwise directed by the Engineer. In cases where subgrade treatment or subbase sets up sufficiently to prevent objectionable damage from traffic, such layers may be opened to traffic 2 days after compaction. If the plans provide for the

treated material to be sealed or covered by other courses of material, such seal or course shall be applied within 14 days unless otherwise directed by the Engineer.

260.6. **Measurement.** Lime treatment of the subgrade, existing subbase, and existing base shall be measured by the square yard to neat lines as shown on the typical sections.

When Type A, Hydrated Lime is used, the quantity of lime will be measured by the ton of 2,000 pounds, dry weight.

When Type B, Commercial Lime Slurry is used, the quantity of lime shall be calculated from the required minimum percent solids based upon the use of Grade 1 or Grade 2 as follows:

Grade 1: The "Dry Solids Content" shall be at least 31 percent by weight of the slurry and the quantity of lime will be calculated by the ton of 2,000 pounds based on the 31 percent lime content, as delivered on the road.

Grade 2: The "Dry Solids Content" shall be at least 35 percent by weight of the slurry and the quantity of lime will be calculated by the ton of 2,000 pounds based on the 35 percent lime content, as delivered on the road.

260.7. **Payment.** Work performed and materials furnished as prescribed by this item and measured as provided under "Measurement" will be paid for as follows:

Lime will be paid for at the unit price bid per ton of 2,000 pounds for "Lime" of the type specified which price shall be full compensation for furnishing all lime.

"Lime Treated Subgrade (Ordinary Compaction)", "Lime Treated Existing Subbase (Ordinary Compaction)" and "Lime Treated Existing Base (Ordinary Compaction)" or "Lime Treated Subgrade (Density Control)", "Lime Treated Existing Subbase (Density Control)" and "Lime Treated Existing Base (Density Control)" will be paid for at the unit price bid per square yard. The unit price bid shall be full compensation for all correction of secondary subgrade, for loosening, mixing, pulverizing, spreading, drying, application of lime, water content of the slurry, shaping and maintaining, for all manipulations required, for all hauling and freight involved, for all tools, equipment, labor, and for all incidentals necessary to complete the work except as specified below:

When "Ordinary Compaction" is indicated on the plans,

all sprinkling and rolling performed as required will be measured and paid for in accordance with the provisions governing the Items of "Sprinkling" and "Rolling" respectively. When "Density Control" is indicated on the plans, sprinkling and rolling will not be paid for directly but will be subsidiary to other bid items.

End of Item 260

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October 3, 1966

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for the October 6 meeting a proposed agreement with the Oregon Electric Railway Company for the adjustment of its facilities, reconstruction of a grade crossing, and future maintenance required by the construction of the Orleans Ext.-Calapooia River Section of the Corvallis-Lebanon Highway in Linn County.

This agreement provides that the State will reimburse the Railroad for its work on this project, which is estimated to be $12,732. It also provides that the Railroad will maintain all of its facilities, including signals, and the State will maintain the roadbed, including the asphaltic concrete between the rails.

We recommend your approval of this agreement.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan (Attn. Litchfield)
L. H. Young
C. H. Maison
R. D. Asburry

TWL:bjm bg

RECEIVED
SEP 30 1966
FOR FILING

Plw 7481

September 29, 1966

Oregon State Highway Commission

Gentlemen:

An agreement will be presented for your consideration at the October 6 meeting between the Oregon State Highway Commission and the Bonneville Power Administration.

This agreement provides for the relocation of one two-pole Bonneville Power Administration structure and related work necessitated by the construction of the Orleans Road-Calapooia River Section of the Corvallis-Lebanon Highway in Linn County.

The estimated cost to the State for this work is $5,900.

We recommend your approval of this agreement.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Emery
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
C. H. Maison
R. D. Asburry

PGP:bjm fn

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DEC 1 1965

Commissioners
Wayne E. Phillips, Baker
Chairman
Tallant Greenough, Coquille
Vice-Chairman
John P. Amacher, Winchester
J. Pat Metke, Bend
Joseph W. Smith, Klamath Falls

7481

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

December 1, 1965

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

This letter is in reply to yours of November 10, 1965 which listed ten projects for our approval.

Approval is hereby given for the following listed projects, with recommendations for several of them following:

1. Rufus-Quinton Section, Columbia River Highway, Sherman & Gilliam Counties.
2. Wankers Corner-West Linn Section, FAS 120, Clackamas County.
3. Mt. Angel-Silverton Section, Hillsboro-Silverton Highway, Marion County.
4. Cascade Locks-Mitchell Point Section, Columbia River Highway, Hood River County.
5. Orleans-Calapooya River Section, Corvallis-Lebanon Highway, Linn County.
6. Cow Creek Rest Area, Pacific Highway, Douglas County.
7. Roberts Mountain-Myrtle Creek Section, Pacific Highway, Douglas County.
8. South Umpqua Safety Rest Area, Pacific Highway, Douglas County.
9. Pacific Highway West-South Tigard Interchange Section, Beaverton-Tigard Highway, Washington County.

Regarding the Mt. Angel-Silverton Section, protection is needed for migrant salmonids in the area of the channel change on Abiqua Creek. Siltation should be avoided, and work in the stream confined to the period after July 1.

Routing

Morgan
Docker
Bond
Barboo
Walker
Glenn
Swan

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DEC 3 1965
CONSTRUCTION
DIVISION

Peace
Mereleck
Trout
Scott
Wills
Litchfield
Olson

On the Orleans-Calapooya River Section, it is assumed that a bridge will be used to cross the Calapooya River. This stream contains migrating salmon and steelhead, and consequently any construction in the stream should commence after July 1.

We have not included approval of the Burnside-Big Creek Section in this letter. Our comments regarding this will be sent in a few days, as certain aspects of this project are still being investigated.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK:dm

cc: Director OFC

12-3-65
Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (9)
T. C. Roake
J. E. Morelock
L. W. Rulien (6)
R. D. Asburry (4)
L. R. Chandler (6)
J. F. Putnam (2)

fp

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NOV 20 1965
COMMISSIONERS:
HERMAN S. MEIZENJURGEN, CHAIRMAN, BEAVERTON
EDW. G. HUFFSCHMIDT, PORTLAND
LEONARD N. HALL, CHARLESTON
7481

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

Routing
Barbee
Walker
Glenn
Swan
Peters
Morelock
Trout
Scott
Wilde
Litchfield
Olson
RECEIVED
NOV 19 1965
CONSTRUCTION
DIVISION

November 18, 1965

Mr. Forrest Cooper
State Highway Engineer
Highway Building
Salem, Oregon 97310

Attention Mr. D. J. Barbee

Dear Mr. Cooper:

The following listed plan title sheets transmitted to us by your letter dated November 10, 1965 have been examined. Our comments are listed below in conjunction with the listed projects.

Wanker Corner-West Linn Section, FAS 120, Clackamas County.

Fish passage must be maintained at the Tualatin River crossing.

Burnside-Big Creek Section, Columbia River Highway, Clatsop County.

Mary Creek, Bear Creek and Ferris Creek crossings must have passage on the relocated section of highway.

Cascade Locks - Mitchell Point Section, Columbia River Highway, Hood River County.

As stated in our letter of comments to you dated January 20, 1964 and reiterated here again, we request fish passage be provided at Herman Creek, Lindsey Creek and Starvation Creek.

Orleans-Calapooya River Section, Corvallis-Lebanon Highway, Linn County.

Fish passage must be maintained at the Calapooya River crossing.

Pacific Highway West - South Tigard Interchange Section,
Beaverton - Tigard Highway, Washington County.

We anticipate no conflicts with the fishery resource as a result of this project from the limits of the Baldock Freeway to Sunset Highway.

Your bringing these projects to our attention for comment is appreciated.

Sincerely,

Edw. K. Neubauer

EDW. K. NEUBAUER
DIRECTOR OF ENGINEERING

11-19-65
Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (5)
T. C. Roake
J. E. Morelock
L. W. Rulien (6)
R. D. Asburry (4)

fp

7-6-65

ORDER NO. 41712

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-315

In the Matter of the Application of the STATE OF OREGON by and through its State Highway Commission, for authority to alter a crossing at grade over the tracks and right of way of Oregon Electric Railway, known as the CORVALLIS-LEBANON HIGHWAY GRADE CROSSING ALTERATION project, in the Southwest Quarter of the Southeast Quarter (SW¼SE¼) of Section 34, Township 11 South, Range 4 West, Willamette Meridian, Linn County, Oregon.	ORDER

On April 1, 1965, the Oregon State Highway Commission filed with the Commissioner an Application for authority to alter an existing railroad-highway grade crossing designated as 3E-104.0 in the Commissioner's Catalog of Railroad Crossings in Oregon.

It is alleged therein that the filing is made pursuant to the provisions of ORS 763.030; that the proposed alteration is necessary to the reconstruction of the Corvallis-Lebanon Highway, OSHR No. 34; that said alteration will consist of a widening of the crossing from its present two lane width of approximately 24 feet to a 100 foot over-all width of which 72 feet will be surfaced; that the profile of the roadway will remain substantially unchanged; that the existing signals will be removed and replaced with a type more suitable to the improved roadway width; that the altered grade crossing will better meet the public need; and that for various stated reasons the installation of a grade separation structure would be impracticable.

Attached to the Application and a part thereof is a drawing numbered 8B-31-26 marked Exhibit "A" and entitled "PUC Map and Profile Grade Crossing of Oregon Electric Railroad - Corvallis-Lebanon Highway".

Copies of the Application and the attached drawing were forwarded to the Superintendent of and the Attorneys for, the Oregon Electric Railway Company, and to the Honorable County Court of Linn County.

In response thereto Oregon Electric Railway Company notified the Commissioner that no objections were made to the proposed alteration, but that certain matters pertaining to the proper allocation of moneys to be credited for salvage of existing signals were not yet agreed upon.

On May 12, 1965, the Commissioner was informed by the Linn County Court that no objections would be made to the improvement of the grade crossing; to the removal of the existing signal, or to the crediting of the salvage value thereof, if any, to the State Highway Commission. Arrangements have since been made that are satisfactory to all concerned with the removal and salvage of the signals and their replacement.

Due consideration has been given to the Application and to the record herein. Conditions in the field were investigated, and they are substantially as alleged. No issues are raised by any railroad company or public body in interest that are within the purview of ORS 763.080. The delays that will be occasioned, and the expenses that will be incurred, by the holding of a public hearing on the matter are unjustified. Good cause appearing therefore such public hearing will not be held.

Based upon the Application, the record herein and an investigation in the field it is found that:

The date of the early establishment of Crossing 3E-104.0 is not a matter of record. It is a part of the Corvallis-Lebanon Highway, where at Mile Point 5.04 thereon, it intersects the main track of the Oregon Electric Railway which runs between Portland and Eugene. Prior to its inclusion within the state highway system, it was a part of the County Road System of Linn County, and in 1958, by agreement between the Board of County Commissioners of Linn County and the Oregon Electric Railway Company, and with the consent of the Public Utility Commissioner, flashing light signals were installed at the crossing.

The traveled portion of the roadway in the vicinity of the crossing is approximately 22 feet in width and surfaced with asphaltic concrete. The roadway approaches to the single track crossing are at level grade and are at right angles to the track.

Applicant proposes to alter the crossing by moving the center line some 17 feet to the north, and by increasing the surfaced width of the roadway from 22 feet to 68 feet, thereby providing a 4-foot wide median strip, and on each side thereof, two 12-foot wide travel lanes, and one 10-foot wide stopping lane. Applicant also proposes to remove the existing signals and to replace them with 2 Commissioner's Standard No. 2B bracket mounted signals, which will be mounted over the outer lanes of the highway, and thereby increase the protection that is now afforded.

No conditions of alignment or gradient of highway or railroad, or terrain, or other obstructions to vision, will obscure the view of the signals from points on the highway within safe distances from the crossing, nor within these safe distances, will approaching trains be dangerously obscured from view.

Applicant proposes that the alteration, protection and maintenance of the crossing be handled and the costs thereof be borne in substantially the following manner:

TO BE DONE BY APPLICANT

(a) Prepare plans and specifications, award a contract or contracts for, and supervise the alteration of the crossing.

(b) Finance the construction and reimburse railroad company for all necessary expenses incurred by them in connection with the alteration.

(c) Furnish and place asphaltic concrete surfacing between the inner guard rails after their installation within the track area.

(d) After alteration, maintain the highway and its facilities, including the asphaltic concrete

surface which lies within and without the track area.

TO BE DONE BY RAILWAY

(a) Subject to reimbursement as provided in (b) above.

1. Furnish such engineering, inspection, watchmen and flagmen services as may be necessary to protect the railroad operations during the period of alteration.

2. Remove and salvage the existing Public Utility Commissioner's Standard No. 2 Flashing Light Signals, and credit Applicant with the agreed upon share of the value of the salvage.

3. Furnish and install, at proper locations on both sides of the highway Commissioner's Standard No. 2B Flashing Light Signals equipped with gong and mounted on 12-foot long cantilever brackets.

4. Provide and install preservative treated ties and ballast on and along the portion of the tracks to be crossed by the roadway. Install inner guard rails to provide flangeways by the retention of the roadway pavement, for a width of 76 feet, measured along the center line of the track. Prepare the track area to a width of 72 feet, for the acceptance of asphaltic concrete pavement.

5. Relocate communication lines which conflict with the proposed construction

(b) At its own expense, maintain the railroad ties, rails, ballast, guard rails, warning signals and other railroad facilities.

The increased roadway width, the additional traffic lanes and the greater crossing protection that will be provided by the proposed alteration are necessary to the safety, convenience and accommodation of the public. When constructed and protected as set forth above, the crossing will be

adequate and safe for normal and prudent use by highway and railway vehicles. No objections have been made to the above proposals for its alteration. The division of work to be performed and the allocation of the costs therefor as set forth above are just and reasonable, and they are approved.

From the foregoing it is concluded that it is in the public interest that the herein Application be granted. It is therefore

ORDERED that the Application of the Oregon State Highway Commission for authority to alter the Corvallis-Lebanon highway-Oregon Electric Railway crossing designated as 3E-104.0 in Linn County, in the Southwest Quarter of the Southeast Quarter of Section 34, Township 11 S., Range 4 West, Willamette Meridian be and the same is hereby granted under the following terms and conditions:

1. The construction shall be done in a good and workmanlike manner in accordance with modern accepted engineering practices, and the alterations shall be made in conformity as to location and general design with the details as shown on the drawing submitted with the Application and above identified;

2. The crossing shall be surfaced within the track area with asphaltic or bituminous concrete between steel guard rails so placed as to form a flangeway and contain the surfacing material;

3. The existing flashing light signals shall be removed and there shall be re-installed at proper locations on both sides of the crossing, one Commissioner's Standard No. 2B Flashing Light Signal equipped with gongs and mounted on a 12-foot long cantilever bracket;

4. All work in connection with the alteration of the crossing and the subsequent maintenance thereof shall otherwise be done and the costs thereof shall be borne in accordance with the proposals set forth and approved in the above findings of the Commissioner; and it is further

ORDER NO. 41712

ORDERED that the designation 3E-104.0 presently assigned shall be continued as a means of identification of the crossing in the Commissioner's Catalog of Railroad Crossings.

Made, entered and effective this 6th day of July, 1965.

Public Utility Commissioner

(SEAL)

3-31-65

JHH:ja
3-31-65

Pux 562

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to alter a crossing at grade over the tracks and right of way of Oregon Electric Railway, known as the CORVALLIS-LEBANON HIGHWAY GRADE CROSSING ALTERATION project, in the Southwest Quarter of the Southeast Quarter (SW¼SE¼) of Section 34, Township 11 South, Range 4 West, Willamette Meridian, Linn County, Oregon.	A P P L I C A T I O N No._____

Comes now the Applicant State Highway Commission and files its Application in the above-titled matter.

The Applicant herein respectfully represents:

I

That the name and address of your Applicant are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon 97310.

II

That this Application is made under the authority of ORS 366.205 and 763.030.

III

That the Applicant proposes the reconstruction of the Orleans-Calapooya River Section of the Corvallis-Lebanon Highway, Secondary State Highway No. 210, on a revised location, and that in connection therewith, it will be necessary and desirable to alter the present grade crossing of the main line track of the Oregon Electric Railway at Highway Engineer's Centerline Station 273+01.5 equals Railroad Station 4415+04.2. Said alteration shall consist of widening the crossing from its basic surfaced 2-lanes (approximately 24 feet) to a new 100 feet overall width, measured along the centerline of the railroad track, of which 72 feet will be surfaced. The profile of the crossing will remain substantially unchanged. Said profile, location

JHH:ja
3-31-65

and typical highway cross section all appear on the attached Oregon State Highway Department Drawing titled P.U.C. Map and Profile, Grade Crossing of Oregon Elec. R.R., Corvallis-U.S. 99 E. Sec. (Sec. II), Corvallis-Lebanon Highway, dated May, 1964, marked Exhibit "A" and by reference made a part hereof. No change in the traffic pattern is made by the proposed alteration. Existing warning signals shall be replaced with Public Utility Commissioner's Standard No. 2B Bracket Mounted Flashing Light Signals with 12-foot Cantilever Arms and Gongs.

IV

That an adjacent railroad access road would greatly increase construction costs and cause a highway overcrossing structure to be impractical of construction; the high water table in the area makes an undercrossing also impractical; another factor is the low volume of rail traffic at present, with a maximum train speed of 35 miles per hour in the area; for all of which reasons the altered grade crossings will sufficiently meet the public needs.

V

That the annual average daily traffic upon said section of the Corvallis-Lebanon Highway is 3450 vehicles with a projected increase to 5900 in 1978; that the train movements per day across the altered crossing will consist of 4 freight trains which move at a maximum speed of 35 miles per hour through the area.

VI

That said Corvallis-Lebanon Highway approaches the crossing from the west on an ascending grade of 0.01 per cent and descends to the east on a grade of 0.22 per cent.

VII

That the sight distances approaching the crossing are as follows:

From a point on the highway 500 feet west of the crossing	From a point on the highway 500 feet east of the crossing
North 1500 feet	North 750 feet
South 200 feet	South 1200 feet

JMH:ja
3-31-65

From a point on the highway 50 feet west of the crossing	From a point on the highway 50 feet east of the crossing
North 2500 feet	North 800 feet
South 2500 feet	South 1000 feet

VIII

That Applicant proposes that the alteration, protection and maintenance of the crossing be handled and the costs thereof borne as follows;

THINGS TO BE DONE BY APPLICANT:

(a) Prepare plans and specifications and award a contract or contracts for the alteration of the crossing and supervise the construction thereof.

(b) Finance the construction of the project from state and federal highway funds without participation therein by Railway Company; said financing shall include reimbursement to Railway Company for necessary expenditures incurred in connection therewith, using the accounting practices contained in PPM 30-3, issued by the United States Department of Commerce, Bureau of Public Roads, under date of August 15, 1955, and amendments and supplements thereto.

(c) Furnish and place asphaltic concrete surfacing between the inner guardrails of the track crossing.

(d) After completion of the project, maintain roadway surface portion of the crossing, which will include the asphaltic concrete surface placed in the track area between the inner guard rails, and other highway facilities.

THINGS TO BE DONE BY RAILWAY:

(a) Subject to reimbursement as provided in (b) above under THINGS TO BE DONE BY APPLICANT:

1. Furnish such engineering, inspection, watchmen and flagmen services as may be necessary to protect the

JNH:ja
3-31-65

railroad operations during the construction of the proposed crossing alteration.

2. Remove and salvage the existing Public Utility Commissioner's Standard No. 2 Flashing Light Signals and credit Applicant with the value of the salvage.

3. Furnish and install 2 Public Utility Commissioner's Standard No. 2B Bracket Mounted Flashing Light Signals, equipped with 12-foot Cantilever Arms and Gongs, at appropriate locations on each side of the altered railroad crossing.

4. Provide and install preservative treated ties and ballast on and along the portion of the tracks to be crossed by the roadway. Install inner guardrails to provide flangeways by the retention of the roadway pavement for a width, when measured along the centerline of the track, of 76 feet, and prepare the track area for the acceptance of 72 feet width of asphaltic concrete pavement.

5. Relocate railroad communication lines which conflict with the proposed construction.

(b) At its own cost and expense, maintain the railroad ties, rails, ballast, guard rails, warning signals and other railroad facilities.

IX

That the crossing to be altered is in the Southwest Quarter of the Southeast Quarter (SW¼SE¼) of Section 34, Township 11 South, Range 4 West, Willamette Meridian, Linn County, Oregon.

JNH:ja
3-31-65

WHEREFORE, Applicant prays for an order authorizing such proposed crossing alteration and the allocation of the costs thereof, in accordance with this Application and for such other or further order or orders as may be just and proper in the premises.

Dated at Salem, Oregon, this 31st day of March, 1965.

STATE OF OREGON, by and through
its State Highway Commission
G. E. ROHDE
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By_____
J. N. HERSHBERGER
Utilities & Railroad Attorney

STATE OF OREGON)
) ss
County of Marion)

I, R. L. Porter, being first duly sworn, say that I am the Deputy State Highway Engineer for the Oregon State Highway Commission and that the foregoing Application is true as I verily believe.

R. L. PORTER

Subscribed and sworn to before me this 31st day of March, 1965.

J. N. HERSHBERGER
Notary Public for Oregon
My commission expires February 20, 1966

I certify that the above is a true and correct copy of the foregoing Application and the whole thereof.

J. N. HERSHBERGER
Utilities & Railroad Attorney

FILED
1965
FILING
COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
7481

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 25, 1965

Oregon Electric Railway Company
1101 N. W. Hoyt Street
Portland, Oregon 97207

ATTENTION: Mr. H. F. Moy

Re: Preliminary Plans and Vicinity Map
of Grade Crossing
File No. 37330
Orleans-Calapooya River Section
(Orleans Jct.-Albany-Junction City
Highway Section)
(Orleans-Lake Creek Section)
Corvallis-Lebanon Highway
Linn County

Gentlemen:

On February 17, 1965 Mr. LaSalle of your office and the undersigned made a field inspection of this grade crossing site and at that time I handed him two prints of the preliminary plans dated February 1, 1965, and the vicinity map and profile dated May, 1964. Attached you will find four prints of a portion of our right of way map 488-31-17 showing the right of way required from the railroad for this construction, and also four copies of our description of this property dated September 25, 1964.

The project now contemplated has been shortened and re-named, as above-captioned. The plans handed to Mr. LaSalle included work easterly to Highway Station 397+10, but current plans have eliminated all work east of Highway Station 314+00. Insofar as the railroad is concerned the plans have not changed.

Access will be controlled along this highway but it is proposed to reconnect the existing railroad access road on the east side of the tracks to the north edge of the highway as it now exists. In order to perform all work necessary to complete this road connection, it may be necessary to encroach on railroad property outside the right of way designated on the attached sketch. We assume you will grant the State this right in the construction agreement.

Please prepare an agreement for this project which covers the following points:

1. Plans and specifications should be approved by the railroad prior to the beginning of construction.

2. Railroad should grant a permanent easement to the State over the property shown on the attached sketch for the construction and maintenance of the highway.

3. State will reconstruct the existing road approach lying north of the highway opposite Highway Station 273+65 at their own expense.

4. Railroad should grant the State the right to encroach on railroad property where necessary to complete drainage installations and perform other work necessary to the project.

5. Railroad, subject to reimbursement by the State, should provide engineering, inspection, watchmen and flagmen services to protect the State's operation during construction.

6. Railroad, subject to reimbursement by the State, should install inner guardrails and PUC Standard No. 2B Bracket Mounted Flashing Light Signals with 12-foot Cantilever Arms and Gongs at the reconstructed crossing.

7. Railroad, subject to reimbursement by the State, should remove existing PUC Standard No. 2 Flashing Light Signals and credit the State for the salvage value thereof.

8. Railroad, at their own expense, should maintain their facilities after construction.

9. State should maintain roadway surface portion of the crossing line between inner guardrails and other highway facilities after completion of construction.

10. State should require its contractor to provide public liability and property damage insurance.

11. Reimbursement for all work performed by the railroad will be subject to U.S. Department of Commerce, Bureau of Public Roads Policy and Procedure Memorandum 30-3 issued August 15, 1955, and all supplements thereto.

Please prepare the necessary agreement so that we may proceed with this project without delay. Bids for this project are scheduled to be opened on May 18, 1965.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm

Attachments

cc: L. P. Shaw
L. H. Young
W. T. Wright
R. D. Asburry

RECEIVED
MAR 26 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 30 1965
FILING
7481

FORM S-20X—CON—1-65 SP*6418-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 25, 1965

SUBJECT: PUC Application for Alteration of Grade Crossing 1-1/2 Miles East of Orleans
Orleans-Calapooya River Section
Corvallis-Lebanon Highway
Linn County

To: Mr. G. E. Rohde
Chief Counsel
BUILDING

ATTENTION: Mr. J. N. Hershberger

NOTED
R. L. PORTER

The widening of the subject highway from two-lanes to four-lanes east of Orleans will require the revision of the existing grade crossing of the tracks of the Oregon Electric Railway Company.

Attached you will find twelve (12) prints of our Drawing No. 8B-31-26 dated May, 1964, showing the plan, profile and vicinity map of this grade crossing.

This crossing is located in the SW 1/4 of the SE 1/4 of Section 34, Township 11 South, Range 4 West, W.M. The proposed centerline of the relocated Corvallis-Lebanon Highway intersects the railroad at Highway Station 273+01.5 = Railroad Station 4415+04.2 with the angle of intersection being 90° 24' in the NE quadrant.

The proposed highway improvement will approach the railroad from the west on an ascending grade of 0.01% and descend to the east on a grade of 0.22%. The new construction will conform to our standard for a Class A-4 highway and will be composed of four 12-foot travel lanes with 10-foot paved shoulders separated by a 4-foot median. The 1963 ADT at this point was 3450 vehicles per day and is projected to increase to 5900 in 1978. There is an average of four freight train movements per day at a maximum speed of 35 miles-per-hour.

Since the proposed construction will widen the existing highway from two-lanes to four-lanes, the existing PUC Standard No. 2 Flashing Light Signals must be removed and replaced with PUC Standard No. 2B Bracket Mounted Flashing Light Signals with 12-foot Cantilever Arms and Gongs.

This project will be a Federal-aid Secondary project and will be financed from both Federal and State funds with no contribution requested from the railroad. The railroad will be reimbursed for all its expenses in accordance with PPM 30-3 and all supplements thereto.

The sight distances approaching the grade crossing are as follows:

FROM A POINT ON THE HIGHWAY 500' WEST OF THE CROSSING:

North 1500'
South 200'

FROM A POINT ON THE HIGHWAY 500' EAST OF THE CROSSING:

North 750'
South 1200'

FROM A POINT ON THE HIGHWAY 50' WEST OF THE CROSSING:

North 2500'
South 2500'

FROM A POINT ON THE HIGHWAY 50' EAST OF THE CROSSING:

North 800'
South 1000'

In the construction of this project it is proposed the work be allocated in the following manner:

1. THINGS TO BE DONE BY THE RAILROAD SUBJECT TO REIMBURSEMENT BY THE STATE:

   (a) Furnish and install two Commissioner's Standard No. 2B Bracket Mounted Flashing Light Signals equipped with 12-foot Cantilever Arms and Gongs which shall be located along the highway on each side of the railroad tracks.

   (b) Salvage the existing Commissioner's Standard No. 2 Flashing Light Signals and credit the State with the value of the salvage.

   (c) Provide and install preservative treated ties and ballast on and along the portion of the tracks to be crossed by the roadway. Install inner guardrails to provide flangeways by the retention of the roadway pavement for a width, when measured along the centerline of the track, of 100 feet and prepare the track area for the acceptance of asphaltic concrete pavement.

(d) Relocate railroad communication lines which conflict with the proposed construction.

(e) Furnish such engineering, inspection, watchmen and flagmen services as may be necessary to protect traffic upon the railroad during the period of construction of the crossing.

2. THINGS TO BE DONE BY THE RAILROAD AT ITS OWN COST AND EXPENSE:

(a) Maintain the railroad tracks, ties, ballast, inner guardrails, warning signals and other railroad facilities after construction of the crossing.

3. THINGS TO BE DONE BY THE STATE:

(a) Prepare plans, specifications and award a contract for the construction of the project.

(b) Except as hereinbefore stated under "THINGS TO BE DONE BY THE RAILROAD AT ITS OWN COST AND EXPENSE", reimburse the railroad from State and Federal funds for necessary expenditures caused by the construction of this crossing, which reimbursement shall be made in accordance with accounting practices provided under the terms of PPM 30-3 issued by the Bureau of Public Roads under the date of August 15, 1955, and all supplements and amendments thereto.

(c) Place asphaltic concrete surfacing between the inner guardrails of the track crossing located at Highway Station 273+01.5 = Railroad Station 4415+04.2.

(d) After completion of the project maintain roadway surface portion of the crossing which will include the asphaltic concrete surfacing placed in the track area between the inner guardrails, and other highway facilities.

Please prepare a Petition to the Public Utility Commissioner for a Hearing on this project.

RECEIVED
MAR 26 1965
OFFICE OF
STATE HIGHWAY ENGINEER

F. D. Morgan
Construction Engineer
ORIGINAL SIGNED BY
By T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm
Attachments
cc: R. L. Porter

SU-45(6) Trail Ave.-Chemawa Rd. Section, 1970
of FAS-159, N. of the Keizer area,
#7482 north of Salem. (Grad. & Pav.)

OREGON STATE HIGHWAY DEPARTMENT

Form A-181—(7-68)
SP°7204

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Marion County
Board of Commissioners
Courthouse
Salem, Oregon 97301

Attention of Mr. John Anderson
Director of Public Works

Request No. (assigned by staff engineer or head of division) cc 1344

Date January 24, 1973

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: Trail Avenue-Chemawa Road Section,
North River Road, FAS 159 (Project #SU-45(6))

Covered by agreement dated 7/8/69.

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $

By

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		County Advance Deposit	$88,000.00	
		Amount previously transferred	68,000.00	
				$20,000.00
		County share of construction costs	79,243.27	
		Amount previously transferred	68,000.00	
				11,243.27
		to be refunded		$ 8,756.73

RECEIVED
COUNTY & CITY SECTION
JAN 25 1973
ENGR. BOOR CE LE UE
UPE GE RE RPE

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 88,000.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ 68,000.00

Give the number of the last previous request in connection with this same service. cc 1226

Credit distribution:
524-1079-297

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

FOR FILING

7482

FORM PR-20C (REV. 3-68) cc: OSHD (Young) 5-10-72

Region

Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS CST

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER 1954 SECONDARY ROAD PLAN

(PPMs 20-5 and 20-6.1)

INSTRUCTIONS - Submit original and 3 copies to the Public Roads Division Office

NOTICE OF COMPLETION AND ACCEPTANCE BY STATE HIGHWAY DEPARTMENT

SIGNATURE	
TITLE: Programing Engineer	STATE: Oregon; REGION NO.: 10
BUREAU OF PUBLIC ROADS INSPECTION MADE BY: L. P. Renz & J. R. Schultz, Area Engineers	COUNTY: Marion
IN COMPANY WITH: *See below	PROJECT NO.: SU-45(6)
CONTRACTOR'S NAME: Salem Road & Driveway Co.	DATE OF INSPECTION: 8/16/71
	CONTRACT AMOUNT: $ 384,918.70

DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Grade, Drain, High Type Pavement, 4 - 12' Lanes with 16' median and 2' curb offsets and 5' footpaths on each side. The project work included 1,050 ft. of taper section and partial grading for future roadway.

IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 68 feet)

TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)
0010	0.142	-
6201	0.644	68

STRUCTURES OVER 20-FOOT SPAN

TYPE CODE NUMBER	NET LENGTH (Miles)
-	-
NOTED A. E. JOHNSON	-

REMARKS: *The project has been completed in apparent conformity with the state standards and procedures approved in accordance with the 1954 secondary road plan.*

*John Anderson, Public Works Director, Marion County
Ted Kuenzi, Asst. Public Works Director, Marion County
Fred Voigt, Contractor, Salem Road & Driveway Co.
George Schull, Supt., Salem Road and Driveway Co.
G. W. Wimer, Reg Const Engr, OSHD
J. H. Walker, Field Const Engr, OSHD
E. J. Hall, Res Engr, OSHD

5-12-72 gr

5-16-72

FAS ROUTE 159
TRAIL AVE.-CHEMAWA RD. SECTION
Grading & Paving

NOTED FROM EDWARDS

RECEIVED MAY 1972 OFFICE OF STATE HIGHWAY ENGINEER

The project was completed in apparent conformity with the State standards and procedures approved in accordance with the 1954 secondary road plan

(more)

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE: Original signed by J. R. SCHULTZ		SIGNATURE: Original Signed by R. E. Simpson	
J. R. Schultz		R. E. Simpson	
TITLE: Area Engineer	DATE: 5/8/72	TITLE: Division Engineer	DATE: 5-10-72

PREVIOUS EDITIONS MAY BE USED UNTIL SUPPLY IS EXHAUSTED

on August 12, 1971.

The contractor used 39½ days more time than was originally specified. He requested and was granted a time extension of 39½ days due to delays associated with a price agreement for Chemawa Road intersection signal revisions and delays caused by relocation of telephone facilities.

The County had placed all required permanent signs and pavement markings.

The project was neatly finished except for a fire hydrant located in the middle of the footpath on the west side of Keizer Road just north of Chemawa Road. The placement of that hydrant is considered extremely poor.

The final cost of the contract item work was $371,476.42 which is an underrun of 3.5 percent. The only significant overrun was in borrow excavation, 19 percent, which was due to subsidence during construction of the embankment in the swamp area. The total final cost, including engineering and contingencies, was $425,745.68 which is 3.3 percent under the original authorization.

A copy of the State's materials certificate is attached to the Division office copy of this report.

RECEIVED
DEC 3 - 1971
FOR FILING

SU-45(6)

7482

December 2, 1971

St. Paul Fire and Marine Ins. Co.
1300 N. E. Irving Street
Portland, Oregon 97232

Gentlemen:

On November 22, 1971, we wrote to you concerning release of final payment on Contract No. 7482 awarded to Salem Road and Driveway Co. on Contract No. 7482 for work on the Trail Avenue--Chemawa Road Section of FAS 199 in Marion County.

Final payment on this contract is $1,926.69 and the total contract amount is $394,975.32 including $4,890.18 for work performed under force account.

Very truly yours,

Floyd Omery, Secretary
OREGON STATE HIGHWAY COMMISSION

Jbm

cc Salem Road and Driveway Co.
P. O. Box 603
Salem, Oregon 97308

Victor A. Risley Co.
804 Board of Trade Building
Portland, Oregon 97204

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
J. B. Boyd

RECEIVED
NOV 22 1971
FOR FILING

SU-45(6)
7482

November 19, 1971

Oregon State Highway Commission

[redacted]

Work was completed August 18, 1971 on Contract No. 7482. The contract was with Salem Rock and Driveway Co. and was for grading and paving on the Trail Avenue-Chemawa Road Section of the FAS 199 Highway in Marion County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 19, and that you concur in this procedure at the Commission meeting on November 24, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Foster
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
G. L. Saxl
F. D. Morgan
I. D. Merchant
V. E. Skoog
H. S. Cox
J. B. Boyd

VC:alc

RECEIVED
NOV 9 - 1971
FOR FILING

SU-45(6)

7482

October 26, 1971

Salem Road & Driveway Company
P. O. Box 603
Salem, Oregon 97308

4i-1
10-19-71

Gentlemen:

The State Highway Commission at its meeting on October 19, 1971, considered your request for an extension of time of 40 days on Contract No. 7482 for work on the Trail Avenue-Chemawa Road Section of FAS 139 in Marion County.

The Commission granted a 39½-day extension of time thereby deleting all liquidated damages.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc F. D. Morgan
V. E. Shoog
J. E. Boyd
E. G. Hall
fkn:dr

RECEIVED
SEP 29 1971
FOR FILING

SU-45(6)

7482

September 28, 1971

Oregon State Highway Commission

Request for Extension of Time
No. 1
October 19, 1971 meeting

Gentlemen:

Salem Road and Driveway Company, contractor on the Trail Avenue-Chemawa Road Section of FAS 159 in Marion County, Contract No. 7482, has requested a 40-day extension of the contract time, citing poor 1971 spring weather conditions, a late Price Agreement addition of traffic signal work, and some late utility conflict.

Bids for this project were opened September 3, 1970. The project was completed August 12, 1971 with 39-1/2 days liquidated damages at $100 per day.

A significant change in the traffic signals at Chemawa Road intersection was made at a late stage of the project. Some of this added signal work was the last work done. Some unanticipated telephone company improvement work within the roadway area also delayed the final lift of paving. Final paving was delayed until the signal loop detectors were installed (related to the late signal change mentioned above) and the telephone company was out of the way.

I recommend a 39-1/2 day extension of time which will delete all liquidated damages. This was a Federal-aid Secondary project and specified Federal Highway Administration concurrence is not required.

This matter will be on the agenda for your consideration at the October 19 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

JAB:fw kw
cc Floyd Query A. E. Johnson L. H. Young J. B. Boyd
Tom Edwards Victor Wolfe V. E. Skoog F. D. Morgan

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7482 Contractor SALEM ROAD & DRIVEWAY CO.

Highway FAS 159

Section TRAIL AVENUE - CHEMAWA ROAD

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

Extra work and utility interference.
Recommend 39-1/2 days for Price Agreement 8 and 12, late signal changes and late telephone company interference.

Recommended for Approval:

Regional Const. Division Engineer

Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

State Printing 3-69

Contract No.	7482
Project designation	SU-45(6) State-Federal
Date awarded	September 14, 1970
Work started	September 21, 1970
Per cent completed	100% 8/12/71 Date
No. of Workdays Allowed	275 (b)
No. of Workdays Used	314½ (b)
No. of Added Workdays Requested	40

E—320 (Rev.)—SM—8-66

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date August 18, 19 71

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 275 days to 315 days, within which to complete our Contract No. 7482, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See our letter of April 30, 1971 attached.

See Price Agreement No. 8, Traffic Signal Revision, dated June 2, 1971.

See our letter of August 18, 1971 attached.

Respectfully submitted,

Salem Road & Driveway Co.
Contractor

By George A. Lindahl
George A. Lindahl, Secretary

CONSENT OF SURETY

Date August 18, 19 71

We, ST. PAUL FIRE AND MARINE INSURANCE COMPANY

as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Victor S. Risley
Attorney-in-Fact

(SEAL)

Resident Agent

E—330 (Rev.)—8M—8-66

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date August 18, 19 71

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 275 days to 315 days, within which to complete our Contract No. 7482, without the assessment of liquidated damages. The said contract is described as follows:

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See our letter of April 30, 1971 attached.

See Price Agreement No. 8, Traffic Signal Revision, dated June 2, 1971.

See our letter of August 18, 1971 attached.

Respectfully submitted,

Salem Road & Driveway Co.
Contractor

By George A. Lindahl
George A. Lindahl, Secretary

CONSENT OF SURETY

Date August 18, 19 71

We, ST. PAUL FIRE AND MARINE INSURANCE COMPANY

, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Victor S. Pinley
Attorney-in-fact

(SEAL)

Resident Agent

E—320 (Rev.)—6M—6-66

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date August 18 71

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 275 days to 315 days, within which to complete our Contract No. 7482, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See our letter of April 30, 1971 attached.

See Price Agreement No. 8, Traffic Signal Revision, dated June 2, 1971.

See our letter of August 18, 1971 attached.

Respectfully submitted,

Salem Road & Driveway Co.
Contractor

By George A. Lindahl
George A. Lindahl, Secretary

CONSENT OF SURETY

Date August 18, 1971

We, ST. PAUL FIRE AND MARINE INSURANCE COMPANY

, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Victor S. Pixley
Attorney-in-fact

(SEAL)

Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7482 Contractor SALEM ROAD & DRIVEWAY CO.

Highway FAS 159

Section TRAIL AVENUE - CHEMAWA ROAD

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

Extra work and utility interference.

Recommend 39-1/2 days for Price Agreement 8 and 12, late signal changes and late telephone company interference.

Recommended for Approval:

Regional Const. Division Engineer

Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

State Printing [illegible]

Contract No.	7482
Project designation	SU-45(6) (State-Federal)
Date awarded	September 14, 1970
Work started	September 21, 1970
Per cent completed	100% 8/12/71 (Date)
No. of Workdays Allowed	275 (b)
No. of Workdays Used	314½ (b)
No. of Added Workdays Requested	40

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 22, 1971

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

SUBJECT: Trail Avenue-Chemawa Road Section
Contract No. 7482
Request for Time Extension

Salem Road and Driveway Company has requested a 40-day time extension citing poor 1971 spring weather conditions, a late Price Agreement addition of traffic signal work, and some late utility conflict. Some pertinent dates on this job are:

Bids opened	September 3, 1970
Contract sent	September 14, 1970
Day count started	September 25, 1970
275 days allowed expired	June 30, 1971
Project Completed	August 12, 1971

39-1/2 days liquidated damages at $100 per day = $3,950

Both the Resident Engineer and the Region recommend that a complete extension of time be granted for two of the reasons given and I concur.

A Price Agreement covering a significant change in the traffic signal at Chemawa Road intersection was not signed until June 4, 1971. Some of this added signal work was the last work done. The week the contract time allowed expired, the project was 85 percent complete. Some telephone company work was under way after that during July within the roadway area which was awaiting the final lift of paving. This was not utility conflict brought about by our project but was a separate utility matter. Final paving was delayed until the signal loop detectors were installed (related to the late signal change mentioned above) and the telephone company was out of the way.

I readily admit that the time was set a little too low on this project. The award was made and the contract delivered quicker than I had anticipated so that the day count started in the fall of 1970 earlier than I had anticipated. This fall time was really not too productive as the majority of the project work

NOTED
A. E. JOHNSON

had to be done when it could be pursued to quick completion in the 1971 season. The contractor started work very promptly (4 days before the day count started) and met the early completion requirement of placing certain embankment early so that it would go through the winter.

We recommend a 39-1/2 day time extension which will delete all liquidated damages. This was a Federal-aid Secondary project and specific concurrence by the Federal Highway Administration is not required. A rough draft of a letter to the Highway Commission is enclosed.

F. D. Morgan
Construction Engineer

By

John A. Bond
Construction Administration Engineer

JAB:fw

Enc.

cc V. L. Gallagher

RECEIVED
SEP 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Routing

RECEIVED

REGION 2 ENGINEER
RECEIVED
SEP 16 1971
RE | RCE | RME | RTE | ROE
ULE | GEO | TA | FILE

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 7, 1971

To: F. D. Morgan
CONSTRUCTION ENGINEER

SUBJECT: Time Extension Request
Trail Avenue-Chemawa Rd. Sec.
Marion County
FAS 159

Attached is a formal request from Salem Road and Driveway Company, contractor on the subject project, requesting 40 additional calendar days. Actually, they only overran the 275 specified calendar days by 39 1/2. Accompanying their request are two letters from them dated April 30, 1971 and August 18, 1971.

Resident Engineer E. J. Hall has thoroughly analyzed their request in his attached August 31 letter of analysis which is accompanied by letters from Salem Road and Driveway Company dated November 3, 1970 and November 25, 1970, my December 2, 1970 letter, and E. J. Hall's December 8, 1970 letter to Salem Road and Driveway Company, and his July 1, 1971 memo to the files.

This project had a two part completion date. The portion for construction of the embankments Stations 158 to 165 was completed within the specified 50 calendar days. It is only the overall completion that is in question.

According to E. J. Hall's analysis, he can justify all of the added time just for extra work and waiting on utilities. I would concur. Should there be any hesitation on your part, then by all means further cognizance should be taken of the fact that there was a very short time limit set up considering the time of year. The contract was awarded September 14, 1970. The specified 275 days ran out at noon June 30. Because of the lateness of the season, this office discouraged major opening of the project in the fall of 1970. Serious problems and expenses could have been encountered if such an opening of the work area had been undertaken. The contractor certainly would have been within his rights to do so. This is a further reason to grant the time as requested.

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/hkm

attachments

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 31, 1971

SUBJECT: Request for Extension of Time
Trail Ave. - Chemawa Rd.
FAS 159
Marion County
Contract #7482

To: J. B. BOYD
Regional Engineer
EAST SALEM HWY BUILDING

Attached herewith are 5 copies of the completed form "Contractors Request for increase in number of workdays to complete Construction Contract", for the subject project, along with two letters from the Contractor, dated April 30, 1971 and August 18, 1971, giving additional reasons for a time extension request.

Time count began on the subject project on September 25, 1970. Two contract times were set up in the contract. All work under contract time (a), the embankment work between stations 158+00 - 165+50, was to be completed in 50 calendar days. The purpose of contract time (a) was to get the embankment in place early in the contract so that the completed fill would have time to settle during the winter months, prior to the 1971 construction season. Work under time (a) was started on September 21, 1970 and completed on October 12, 1970 for a total of 19 calendar days. During this time there was some rainfall, however, as most of the work being done was hauling and placing grandular borrow material, the subcontractor was able to work steadily and completed the fill in record time.

All work under contract time (b) was to be completed in 275 calendar days, also, all work under the contract was to be completed in 275 calendar days.

The subcontractor for the box culvert extension for Claggett Creek box culvert started work on October 1, 1970 and even though they had considerable difficulty with high water after the rains started, they were able to complete the extension by November 10, 1971.

The prime contractor started to work soon after award and planned, before rainy weather set in, to do the subgrade excavation, construct curbs and pave on the east side from the end of the existing widening just north of the shopping center to Claggett Creek. This work was all off the existing roadway and could be done with little interference with traffic except for maintaining accesses to about 4 residences and a couple of business establishments. There was an existing storm sewer system on this side

Request for Extension of Time
Trail Ave - Chemawa Rd.

which would take care of the drainage. The contractor got most of the excavation done in this area but was shutdown by bad weather conditions in late October and was not allowed to resume work from then until late spring, this year, due to the wet material. At the same time, he wanted to open up the subgrade on the west side from the school house to Claggett Creek, but both the writer and the Regional Construction Engineer discouraged this plan because by this time the weather had become unsettled and there was little possibility of getting enough good weather to complete the excavation, install storm sewers and do necessary surfacing work prior to winter shutdown.

Holding the contractor off from opening up the major portion of this project last fall contributed to his overrun of time, however, it was not sensible to open up this work just prior to the fall rains and leave a muddy mess for traffic to fight for 6 or 7 months time. Also, in the interim, the driveways and shoulders would have had to be restored plus other required maintenance which would have been an extra cost to the project.

Reference is made to items #1-4 inclusive, listed in the contractor's letters.

Item #1, Traffic Signals at the intersection of North River Road and Chemawa Road.

Plans for adjustment of the traffic signals were not received until about the middle of May 1971. At about this time, Marion County obtained some additional R/W in the northeast quadrant of the intersection and requested that the curb radius be increased. In doing this it became necessary to relocate the signal pole and move the controller and controller box base. This in turn increased the span length on the northerly span to a point where it was advisable to increase the size and height of the poles. This revision delayed negotiations with the contractor and a Price Agreement was not signed until June 4, 1971. At that time the contractor ordered the necessary poles and amplifiers with a minimum delivery schedule of at least three weeks time. The poles arrived on the job July 6th and were set up the following day. It was 38 calendar days from the time the poles arrived on the job, until August 13th, the day the project was finally completed. This time included 10 Saturdays and Sundays for a net total of 28 normal working days. Our records show that during this time the subcontractor worked 17 days on the signal revision. Also during this time, two existing detector loops were found to be shorted out and the subcontractor waited 5 days for approval to install two new loops.

Request for Extension of Time
Trail Ave - Chemawa Rd.

This leaves only 6 normal working days between July 6th and August 13th that the subcontractor could have been working but for some reason did not.

Items #2, 3 & 4, Guy wires and utility poles.

The power company was slow in removing two guy wires and one pole, however, all were removed from the construction area shortly after we received the contractors letter. It was necessary for the contractor to work around these utility items for a few days but this did not materially affect the overall completion date.

The grading work by the school house cut off an old storm sewer system that took care of the roof and yard drainage from the school. This system was not found during location work. According to our records it was necessary for the contractor to shutdown his grading operations for two full days while a new drainage system was constructed by extra work.

Around the middle of June, the telephone company started to reconstruct a large manhole and install conduit in the NE quadrant of the North River Road-Chemawa Road intersection. After working in the manhole for about a week they shut the job down due to a R/W problem on some property about a block away. The State's contractor was not able to complete his work of grading and curbs in this area. We contacted the phone company numerous times requesting they return to work. (See Memo to the file, dated July 1, 1971). They finally returned to work on July 9th.to adjust the manhole lid. Then they again shutdown and did not return to work on the conduit until July 19th, completing on July 21st. The contractor started the grading and curb work in this quadrant the following day. Had it not been for this long delay caused by the telephone company, the contractor would have performed the grading, curb and paving work in this area immediately after the new signal pole base and control box base was constructed which was about June 18th.

It is the writers opinion that without the delay caused by the extra work and waiting on utilities, the contractor would have completed the project on time.

E. J. HALL
Resident Engineer

rdm/EJH
cc: file

Salem
ROAD & DRIVEWAY CO.
P. O. BOX 603 • SALEM, OREGON 97308
TELEPHONE: 585-5656

August 18, 1971

Mr. Ed Hall, Resident Engineer
Oregon State Highway Division
P. O. Box 30
Salem, Oregon 97310

Re: Contract No. 7482 - Trail Ave.,-Chemawa Road Section

Dear Sir:

Because the 1971 spring working conditions were extremely unfavorable and continued to be even through late June we were unable to complete the contract within the 275 calendar day count which expired at noon on June 30, 1971 and therefore request an increase in the number of calendar day count to complete the work.

Our letter of April 30, 1971 further explains delays beyond our control.

In consideration of additional work day count your attention is invited to Price Agreement No. 8, Traffic Signal Revision. Poles and loop amplifier for this work were ordered on June 4, 1971 with a minimum delivery schedule of three weeks.

In support of the above reasons an increase of forty (40) additional calendar day count is requested for your approval.

Form E-320 (Rev) is submitted with consent of surety.

Very truly yours,

Salem Road & Driveway Co.

George A. Lindahl

George A. Lindahl, Sec.

Encls:

RECEIVED
AUG 19 1971
OFFICE of RESIDENT ENGINEER
E. J. HALL

April 30, 1971

Mr. Ed Hall, Resident Engineer
Oregon State Highway Division
P. O. Box 30
Salem, Oregon 97310

Re: Contract No. 7482 - Trail Ave. - Chemawa Road Section

Dear Sir:

Due to interference from causes beyond our control our schedule of work is being unduly delayed for the following reasons:

1. Traffic signals at the intersection of North River Road and Chemawa Road are not being moved in order that we might proceed with our excavation in an orderly manner.

2. Guywires on poles at Clagget St., N. E. are not being moved.

3. Guywires on poles at Sandy Drive are not being moved.

4. A bare utility pole at Sandy Drive is not being moved. This is a Marion County responsibility.

Very truly yours,

Salem Road & Driveway Co.

Fred C. Voigt, President

SU-45(6)
7482

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: TRAIL AVENUE - CHEMAWA RD.		WEEK ENDING: September 18, 1971
		SECTION PREFIX: 524-1079
HIGHWAY: FAS 159		COUNTY: Marion
NAME OF JOB: Trail Avenue - Chemawa Road	KIND OF WORK: Grading and Paving	
CONTRACTOR: Salem Road & Driveway Co.	CONTRACT NUMBER: 7482	FEDERAL AID PROJECT NUMBER: SU-45(6)
DATE OF CONTRACT: September 14, 1970	DATE WORK STARTED: September 21, 1970	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS: a) 50; b) 275	WORK DAYS USED: (b) 314½
	SPECIFIED CALENDAR DAYS:	CALENDAR DAYS USED:
PROJECT AUTHORIZATION: $ 440,174.22	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 114
EXCLUSIVE OF ENGINEERING: $ 405,270.54	ENGINEERING AUTHORIZATION: $ 34,903.68	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 405,270.00	ENGINEERING COST TO DATE: $ 23,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 67 %	DATE PROJECT WAS COMPLETED: 8/12/71
	Charges this week 300.00	Semi-final will be submitted by 9/20/71.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		
100 =	100	100	100	100			
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT			0.78	0.78			0.78
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)			52,480 CY	7,600 T			15,270 T
TOTAL QUANTITIES CORRECTED TO DATE							
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			57,640 CY	7,624 T			14,430 T
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	RCBC @ Sta. 151+40						
PERCENT	100						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Marg
Docker
Pyad
Johnsen

RECEIVED
SEP 20 1971
CONSTRUCTION DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

All data pertaining to documentation of final payment to contractor will be turned in to Regional Office on September 20. Remaining data will be submitted at a later date.

FINAL REPORT.

SIGNED E. J. Hall LOCATION Salem

E. J. Hall

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

FAS Marion C

OREGON STATE HIGHWAY DIVISION
PROJECT INSPECTION AND REGIONAL INSPECTION REPORT

Project Name Trail Avenue-Chemawa Road Contract No. 7482

Highway Marion FAS Prefix No. 524-1079

County Marion F.A. No.

Final inspection made on 8-16-71 By Gerald Wimer

in company with Fred Voigt, George Shull, Lyle Renz, John Schultz, John Walker, Ed Hall, John Anderson, and Ted Kuenzi

CHECK LIST

Date			
8-17-71	Construction signs removed	Striped to four lanes 8-9-71	Opened to traffic
Was none	Salem Office notified to rescind construction speed zone	With semi-final	Regional Materials Certification submitted
8-17-71	Contractor removed equipment from project		
8-17-71	Roadside cleanup completed		

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

Good looking project

RECEIVED
COUNTY & CITY SECTION
AUG 24 1971
ENGR. UE
UPE CE RE RPE

All contract work on this project has been completed and recommendation is made for acceptance on 8-12-71. The semi-final estimate will be submitted about 9-22-71.

cc: Const. Engineer - F. D. Morgan
Bridge Engineer - Ivan Merchant
Maint. Engineer - R. N. Bothman
Co.-City Eng. - H. S. Cox
Reg. Engineer - J. B. Boyd
Res. Engineer - Ed Hall
Dist.Engineer - Floyd Lacey
~~State Parks Supt. - Dave Talbot~~
~~Reg. Parks Supt. - Cliff Lenz~~

Copies sent to all named

L. O. Nimis
(Signed)

Reg. Const. Engr.
(Title)

OREGON STATE HIGHWAY DIVISION
PROJECT INSPECTION AND REGIONAL INSPECTION REPORT

Project Name Trail Avenue-Chemawa Road Contract No. 7482

Highway FAS 159 Prefix No. 524-1079

County Marion F.A. No. SU-45(6)

unit 'a'

Final inspection made on 10-16-70 By Gerald Wimer

in company with John Walker and Ed Hall

CHECK LIST

Date			
Not yet	Construction signs removed	Never closed	Opened to traffic.
Was none	Salem office notified to rescind construction speed zone.	With semi-final	Division materials certification submitted.
Not yet	Contractor removed equipment from project.		
Not yet	Roadside cleanup completed.		

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

Unit 'a' is embankment Station 158+00 to 165+50 which was found to be satisfactorily completed.

*Unit 'a' only on 10-12-70

RECEIVED
COUNTY & CITY SECTION
OCT 21 1970
ENGR. ✓ CSSR. ✓ CE RE ✓ UE
✓ UPE ✓ OE ✓ RE ✓ RPE

All contract work on this project has been completed and recommendation is made for acceptance on * Unit 'a'. The semi-final estimate will be submitted about September 1971.

cc: Construction Engineer - F. D. Morgan
Regional Engineer - R. D. Asbury
Maintenance Engineer - Robert N. Bothman
Bridge Engineer - Ivan D. Merchant
Traffic Engineer - F. B. Crandall
County-City Engineer - H. S. Cox
Resident Engineer - Ed Hall
District Engineer - Floyd Lacey
~~State Traffic Engr.~~
~~Regional Traffic Engr.~~

Copies sent to all named.

lf

(signed) Reg. Const. Engr. (title)

RECEIVED
SEP 24 1970
FOR [illegible]

SU-45(6)
7482

September 24, 1970

Salem Road & Driveway Co.
P. O. Box 603
Salem, Oregon 97308

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7482 for work on the Trail Avenue-Chemawa Road Section of FAS 159 in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

or
Enclosure

cc St. Paul Fire & Marine Ins. Co.
Portland Office
150[illegible] N. E. Irving Street
Portland, Oregon 97232

cc Victor S. Risley Co.
804 Board of Trade Building
Portland, Oregon 97204

bc F. D. Morgan
I. D. Merchant
R. D. Asburry
E. J. Hall

STATE COPY

Form Approved; Budget Bureau No. 04-R2609

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	STATE
9-63		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT	COUNTY
3	(PPM 21-7)	Marion
	9-22-70	PROJECT NO.
		SH-45(6)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Chemawa Rd.-N. 0.79 Mi. (Trail Ave.-Chemawa Road Section)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-11-70	0.786
OTHER (Specify)		

FUNDS Pro Rata 63.54%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 439,304	$279,250

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By M K Loken

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By G L Green
(Division Engineer)
For R. E. Simpson

Date executed by Division Engineer SEP 22 1970

FORM PR-2 (REV. 1-70) PAGE 1 PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds.

(b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, up-

Oregon State Highway Division

Federal Aid
Project No. SU-45(6)

TRAIL AVE.-CHEMAWA RD. SECTION

FAS-159, MARION COUNTY

SALEM, OREGON, SEPTEMBER 17, 1970

Project Agreement Estimate.

Type Code 0010
Roadway, Partial Grading (Sta. 158+00 to Sta. 165+50)

Borrow Excavation	25,740 cu.yd.	1.21	$ 31,145.40
Granular Backfill Material	14,420 cu.yd.	3.30	47,586.00
	Subtotal		$ 78,731.40
	Engr. & Cont.		10,628.60
	Total		$ 89,360.00

Type Code 6201
Roadway, Grade and Pave (Sta. 124+00 to Sta. 158+00)

Temporary Protection and Direction of Traffic	All Required		$ 5,000.00
Clearing and Grubbing	All Required		25,000.00
Removal of Structures and Obstructions	All Required		5,700.00
Ditch Excavation	180 cu.yd.	3.30	594.00
Borrow Excavation	6,460 cu.yd.	1.21	7,816.60
General Excavation	5,860 cu.yd.	4.50	26,370.00
Trench Excavation	400 cu.yd.	5.00	2,000.00
Finishing Roadbed and Slopes	All Required		4,500.00
Watering	500 M-gal.	4.50	2,250.00
Coarse Aggregate Base	170 ton	6.00	1,020.00
Aggregate Foundation Course	7,600 ton	4.00	30,400.00
Class B Asphalt Concrete in Mixture	15,270 ton	6.25	95,437.50
Asphalt Cement in Mixture	990 ton	33.00	32,670.00
Asphalt in Tack Coat	5 ton	60.00	300.00
3/4" - 0 Aggregate in Prime Coat	170 cu.yd.	6.00	1,020.00
RC-250 Asphalt in Prime Coat	30 ton	55.00	1,650.00
Class "A" Concrete in Box Culvert	146 cu.yd.	155.00	22,630.00
Reinforcement in Box Culvert	18,150 lb.	0.20	3,630.00
72-inch Culvert Pipe	66 lin.ft.	48.50	3,201.00
8-inch Sewer Pipe	810 lin.ft.	4.40	3,564.00
10-inch Sewer Pipe	170 lin.ft.	5.50	935.00
12-inch Sewer Pipe	136 lin.ft.	7.70	1,047.20

Extra for Pipe Under Pavement	450 lin.ft.	9.00	$ 4,050.00
Concrete Manholes	5 only	385.00	1,925.00
Concrete Inlets, Type CG-1 Mod.	22 only	116.00	2,552.00
Concrete Inlets, Special	13 only	55.00	715.00
Concrete Curbs	210 cu.yd.	42.50	8,925.00
Extra for Asphalt Approaches	38 only	35.00	1,330.00
Extra for Asphalt Walks	2,970 sq.yd.	2.50	7,425.00
Adjusting Manholes	16 only	55.00	880.00
Roadside Seeding	1 acre	330.00	330.00
Roadside Mulching	1 acre	550.00	550.00
Seed Mixture	30 lb.	6.00	180.00
Fertilizer, 22-16-8	4 cwt.	25.00	100.00
			$305,697.50
Flagging (60% of Contractor's Cost)	All Required		$ 2,000.00
Erosion Control	All Required		800.00
			$ 2,800.00
		Subtotal	$308,497.50
		Engr. & Cont.	41,646.50
		Total	$350,144.00

Length of Grading Only - - - - 0.142 Mile
Length of Grade and Pave - - - 0.644 Mile
Total - - - 0.786 Mile

Cost of Grading Only Per Mile- $629,295.77
Cost of Grade and Pave Per Mi. $543,701.86

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds	Co. Funds
Grading Only	$ 89,360.00	$ 56,770.00	$16,295.00	$16,295.00
Grade and Pave	350,144.00	222,480.00	63,832.00	63,832.00
	$439,504.00	$279,250.00	$80,127.00	$80,127.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

G - 1 - 100%
Contract No.: 7482
Prefix: 524-1079

TRAIL AVE.-CHEMAWA ROAD SECTION

Nonparticipating - State Work

Setting Mailbox Posts	14 only	35.00	$ 490.00
Move Mailbox Posts	All Required		100.00
			$ 590.00

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (9-64)

HIGHWAY DEPARTMENT INVOICE

NO. 103367

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
9-15-70	CC 1296		521-1079-297

Marion County
Board of Commissioners
Courthouse
Salem, Oregon 97301

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: John Anderson, Director of Public Works			
Advance Deposit			88,000.00
Partial transfer of the advance deposit for the construction of the Trail Avenue - Chemawa Road Section, FAS 159. Covered by agreement dated 7-8-69.			68,000.00
To be retained			20,000.00

RECEIVED
COUNTY & CITY SECTION
SEP 15 1970
ENGR. COOR. UPE CE RE RPE

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

September 8, 1970

Marion County Board of Commissioners
Courthouse
Salem, Oregon 97301

Attention: Mr. John Anderson
Director of Public Works

Gentlemen:

On September 3, 1970, a satisfactory bid was received from the Salem Road and Drive Company, P. O. Box 603, Salem, Oregon 97308 for the Trail Avenue-Chemawa Road Section of N. River Road, FAS 159. As per the agreement between State and County, the following advance deposit is required from the County prior to awarding of a contract.

Bid Items	$384,918.70
Flagging	2,000.00
Erosion Control	800.00
Mailbox Posts	100.00
13½% Engineering and Contingencies	52,355.52
Estimated Total Cost	$440,174.22

County Advance Deposit:

20% of $440,174.22 = $88,034.84, or say $88,000.00.

Please make this advance deposit in the amount of $88,000.00 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By:
Harold Reynoldson
Rural Program Engineer

HR:ljt

RECEIVED
COUNTY & CITY SECTION
SEP - 8 1970
ENGR. COOR. OE AE UE
UPE CE RE RPE

Project [illegible]

Highway [illegible]

County [illegible]

F. A. Project No. SU 45006

Engineer's Estimate 355,729.00

Date Bids Received 09/03/70

NAME AND ADDRESS OF BIDDER	AMOUNT OF BID
SALEM ROAD & DRIVEWAY CO SALEM	384,918.70
D & D PAVING CO INC SALEM	391,775.00

8.2% ABOVE ESTIMATE

CONSTRUCTION AUTHORIZATION

Contract amount . . . . . $ 384,918.70

Additional anticipated items:

FLAGGING [illegible]	2,000.00
EROSION CONTROL	800.00
MAIL BOX POSTS	100.00

Subtotal . . . . . $ 387,818.70

Contingencies and engineering (13-1/2%) . . 52,355.52

Subtotal . . . . . $ 440,174.22

ENGINEER'S RECOMMENDATION

Deputy State Highway Engineer

State Highway Engineer

County MARION

Date Bids Received 09/09/70

NAME AND ADDRESS OF BIDDER	AMOUNT OF BID
SALEM ROAD & DRIVEWAY CO SALEM	384,918.70
D & D PAVING CO INC SALEM	391,775.00

8.2% ABOVE ESTIMATE

CONSTRUCTION AUTHORIZATION

Contract amount		$ 384,918.70
Additional anticipated items:		
FLAGGING		2,000.00
EROSION CONTROL		800.00
MAIL BOX POSTS		100.00
Subtotal		$ 387,818.70
Contingencies and engineering (13-1/2%)		52,355.52
Subtotal		$ 440,174.22
Credit for maintenance rock		
Net construction authorization		$ 440,174.22

ENGINEER'S RECOMMENDATION

Deputy State Highway Engineer

State Highway Engineer

District Engineer, B. P. R.

RECEIVED
NOV 12 1970
FOR FILING

SU-45(6)
7482

September 14, 1970

Salem Road & Driveway Co.
P. O. Box 603
Salem, Oregon 97308

Gentlemen:

The State Highway Commission on September 11, 1970, accepted your proposal for grading and paving on the Trail Avenue-Chemawa Road Section of FAS 159 in Marion County for the sum of $384,918.70 and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions have been satisfied.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7482.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin September 25, 1970.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

EI
Enclosures

bc: Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
F. D. Morgan
I. D. Merchant
R. D. Asburry
E. J. Hall
William Geibel (SAIF)

TRANSACTION NUMBERS 8-23 THRU 8-26

FORM PR-48 (REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 8-11-70

BY (Signature): MR. YOUNG'S JULY 28, 1970 LETTER

TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1 *
ITEM NOS. _____ THRU _____

STAGE 2
ITEM NOS. 1037 THRU 1040

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	LOCATION	WORK
0[illegible]	SU-45(6)	0.79	381,000	240,000	TRAIL AVE.-CHEMAWA RD.	GRADE, DRAIN, HIGH TYPE PAVEMENT 4-12' LANES.
1038	SU-441(9)	0.37	1,793,000	612,000	PACIFIC HIGHWAY WEST TO N. W. EXPRESSWAY SECTION	CONSTRUCT 2 STRUCTURES WIDEN 1 STRUCTURE
1039	SU-476(4)	0.61	460,000	292,000	ESPLANDE ST. TO FORT KLAMATH ROAD SECTION	GRADE, DRAIN, HIGH TYPE PAVEMENT 4-12' LANES.
1040	S-573(1)	1.22	410,000	260,000	AIRSTRIP ROAD-PUDDING RIVER BRIDGE SECTION	GRADE, DRAIN, HIGH TYPE PAVEMENT 2-12' LANES.

OTHER IDENTIFICATION AND/OR REMARKS (State)

8-11-70

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECTS IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THESE PROJECTS ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

NOTED
F. B. KLABGE

8-13-70

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		8-11-70	R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

RECEIVED
JUL 30 1970

54-45(6)
7482

July 28, 1970

Executive Department
Federal Aid Coordination Unit
Room 5 State Capitol
Salem, Oregon

Gentlemen:

In compliance with step 7 of Procedure 13-030-02 of Executive Memorandum 68-270-02, we are submitting one copy of the completed application for federal-aid funding of the following Secondary projects:

Item No.	Project No.	Name
1037	SN-45(6)	Trail Avenue-Chanman Road Section
1038	SN-441(9)	Pacific Highway West-N. H. Expressway Section
1039	SN-476(4)	Esplanade St.-Fort Klamath Road Section
1040	S-573(1)	Airstrip Road-Pudding River Bridge

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Encls.

LHY:ia

cc: R. H. Chase

RECEIVED
JUL 30 1970

S11-45(6)
7482

July 28, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

We are submitting program data for four Secondary projects, Items 1037 through 1040, which we desire to have included in the Federal Aid Secondary Highway Program.

These projects have been selected by the State Highway Commission and local authorities in cooperation with each other as required by the Federal Aid Act.

We are enclosing copies of the State Clearinghouse's approval for all the projects, Items 1037 through 1040, and copies of the District Clearinghouse's approval for Items 1038 and 1040. The clearinghouse for District No. 11 is not functioning at the present time; therefore, no district review will be made for Item 1039.

The "Notice of Intent" for Project SS-45(6), Item 1037, has lain before District No. 3 Clearinghouse (Mid-Willamette Council of Governments) more than 60 days without action; therefore, it is assumed no review or adverse comment will be made on this project. However, included is a copy of their 204 Review approval.

It is our intention to receive bids for these projects on September 3, 1970.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. E. Young
Program and Planning Engineer

Encl.

JE:fm

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B. O.

FORM PR-1 (REV. 4-61)

7-28-70

FEDERAL - AID PR

(PPM 2

CARD 2	REPORT NUMBER (19)(20) 1	PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd. Chemawa Rd., N. 0.79 mi. 65		ADT	PRESENT 7,500	FUTURE (66) 15,000	YEAR (70)(71) 90						
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Gr., Dr., High-type pave. 62		NATL. FOREST (63)(65)	FH ROUTE NO. (66)(69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH Y (74)				
CARD 4	CLASS OF FEDERAL FUNDS Secondary							COUNTY NAME Mario					
	NAME OF URBAN AREA 17-31 Salem							ROUTE NO. S	FEDERAL-AID 159				

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COS TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(1-4 5)	(16	41	42	43 46	53		(54)(58)	(59) (66)	(67) (74
5					PE		Co. Rd. Chemawa Rd., N. 0.79 mi. (Trail Ave.- Chemawa Rd. Sec.)			
5					ROW					
5					CONST (CODE) 6201			0.79	381,000	240,000
								0.79	381,000	240,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	(16) (23)(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

7-28-70

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(65)		7,500 (66)	15,000 (70)	90 (71) (72)	08	Oregon	35 (2) (3)	022 (4) (9)	1037 (14) (18)

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
(68) (69)	(70)	(71)	(72) (73)	(74) (75)	SU- 14 23	45 7 13	(6)	(24) (26)	27

COUNTY NAME: Marion — CODE: 047 (14) (16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO.: S — FEDERAL-AID: 159 — STATE: (32) Co. Rd. (36) (37) — U.S.: (41)

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
(54) (58)	(59) (66)	(67) (76)			
					Gr., Dr., 4 - 12' lanes H.T. Pave. with 16' median and 2' curb offsets. (0.64 mi. H.T. pave & 0.15 mi. partial gr. only)
0.79	381,000	240,000	70,500	70,500 (Co.)	ROW - 80' min.; Access Control - none; Parking Restrictions - complete.
0.79	381,000	240,000	70,500	70,500 (Co.)	

(16) (23) (24) (93) REMARKS

-over-

USCOMM DUSCOMM-DC 48905-P61

TRAIL AVE.-CHEMAWA RD. SECTION

PROJECT NO. SU-45(6)

Existing Facilities:
A roadway paved with AC varying in width (24' normal) with gravel shoulders. Part of the section is curbed. The traffic control lights at the junction of N. River Rd. (FAS 159) and Chemawa Rd. (FAS 592) were installed under Project S-45(5).

Adjacent Sections:
North End - Two 10' AC travel lanes with 4' gravel shoulders.
South End - Four 12' AC travel lanes in curb section.

Project Data:
The project consists of grading and draining a 68' curbed section with 4 - 12' travel lanes, 16' median and 2' shy distance from the curbs with 5' footpaths each side. The beginning 1,050 feet includes a taper section and partial grading for future roadway. The partial grading consists of removing existing marshy material and backfilling with selected material up to the water line, then bringing the embankment to within 4' of grade with regular borrow material.

Right of Way: 80' minimum

Access Control: None

Minimum Design Standards: One curve (6°) on this project is substandard. This curve was used because of the high cost of additional ROW. With the posted speed limit (35 MPH) there should be no problem in negotiating this curve.

System Action: Completed

Public Hearing: Held August 7, 1969

Unusual or Complicated Situation
grading at beginning of project,
ment may take initial subsidence

Route Data: See S-45(5)

Park and Recreation Area Affecte

Relocation Assistance: County
paid all related acquisition cos

Social, Economic and Environmen

Location and Design Approval: J

State Clearinghouse Approval:

Mid-Willamette Council of Gov.
Approval: The "Notice of Inten
and has lain before the district
without action; therefore, it i
comment will be made on this pr

Section 204 Review: Approved Au

The State does not, at this time
control the use by utilities of
A State-County agreement is bei
paragraph 6d(1) of PPM 30-4.1.

TRAIL AVE.-CHEMAWA RD. SECTION

PROJECT NO. SU-45(6)

ith (24' normal) with
curbed. The traffic
Rd. (FAS 159) and
Project S-45(5).

ith 4' gravel shoulders.
in curb section.

raining a 68' curbed
ian and 2' shy distance
. The beginning 1,050
grading for future
removing existing
ted material up to
nt to within 4' of

on this project is
of the high cost of
it (35 MPH) there
urve.

Unusual or Complicated Situations: Approx. 750' of partial grading at beginning of project, for future roadway, as embankment may take initial subsidence.

Route Data: See S-45(5)

Park and Recreation Area Affected: None

Relocation Assistance: County acquired ROW by resolution and paid all related acquisition costs. No one was displaced.

Social, Economic and Environmental Effects Considered: Yes

Location and Design Approval: July 1, 1970

State Clearinghouse Approval: April 10, 1970

Mid-Willamette Council of Gov. (District No. 3 Clearinghouse) Approval: The "Notice of Intent" was submitted on March 9, 1970, and has lain before the district clearinghouse more than 60 days without action; therefore, it is assumed no review or adverse comment will be made on this project.

Section 204 Review: Approved August 26, 1969

The State does not, at this time, have the legal authority to control the use by utilities of the right of way on this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

ADT 1970- 7,500 DHV 770
1990-15,000 1,350

SAFETY: _____

MEMO TO R. N. CHASE Date: July 21, 1970

FAS 159, MARION COUNTY, Wheatland Road-Chemawa Road SECTION

TERMINI: This project extends north approximately 1.21 miles from the junction of FAS 592 and 159 in the community of Keizer to the junction of FAS 735 and 159 at McNary Golf Club. M.P. 4.00 to M.P. 5.21

PROPOSED WORK: Grade, drain, base, curb and pave.

PROJECT LENGTH: 1.21 miles

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	381,000	228,600	76,200	76,200	

EXISTING FACILITIES: A roadway paved with AC varying in width with gravel shoulders. Part of the section is curb. The traffic control lights at the junction of FAS 592 & FAS 159 were installed by project #S-45(5).

ADJACENT SECTIONS:

NORTH/~~EAST~~ END: Two 10' AC travel lanes with 4' gravel shoulders.

SOUTH/~~WEST~~ END: 41' AC paving for three 11' travel lanes and an 8' parking lane on right with a curb; on the left side there is a 4' gravel shoulder.

PROJECT DATA: The project on the portion of this section between Chemawa Road and Trail Avenue is to be graded, drained, based, curbed and paved. The roadway is to be paved with AC 68' between curbs, 4-12' travel lanes, 16' median and 2' shy distance from the curb. This is approximately 3100 feet long and between M.P. 4.00 and M.P. 4.59. Also included in this project will be special fill and subgrade work between M.P. 4.59 and M.P. 4.80. The existing marshy material is to be removed and back filled with selected material up to the water line, then regular borrow material will bring the fill up to 3' of grade.

RIGHT-OF-WAY: Minimum 90'

ACCESS CONTROL: None
RAILROAD CROSSING: None

MINIMUM DESIGN STANDARDS: One curve (6°) on this project is below standard. This was done because of the high cost of additional r/w. With posted speed limit, there should be no problem in negotiating this curve.

SYSTEM ACTION:--Completed
PUBLIC HEARING:--8/7/69

UNUSUAL OR COMPLICATED SITUATIONS: This portion of the roadway between Trail Ave. & Wheatland Road is to be completed by another contract next construction season.

ROUTE DATA: SEE S-45(5)

Park and recreation area affected ---------- No park area affected
Relocation assistance ---------- County acquired r/w by resolution and paid all related costs. No one was displaced.
Social, economic & environmental effects considered ---------- Yes
Location and design approved ---------- 7/1/70
Clearinghouse approved ---------- 4/10/70
Hwy. at present does not have control of the utilities on the project but by the agreement ~~before award the control will be secured~~ will prior to award of contract.
Section 204 Review ---------- 8/7/69

26-1192 S.W. Alder-S.W. Salmon Sec., of 1970
Pacific Hwy. W., in Portland (Old
#7484 Journal Bldg.) (Roadside Improve.)

CA 9560

RECEIVED
MAY 8 - 72
FOR FILING

7484

May 5, 1972

Aichele Landscaping
11360 S. E. Stevens Road
Portland, Oregon 97266

Attention: Lorene K. Aichele

Dear Mrs. Aichele:

In response to your letter of May 2, we have received the following information concerning the contracts you mentioned.

Contract No. 7422, $11,842.16 retained. We find a note that final payment is being withheld pending receipt of the contractor's PR-47 form.

Contract No. 7474, retained $5,205.56. We note that the work was completed November 24, 1971, but the lawn is not acceptable.

Contract No. 7475, zero retainage.

Contract No. 7484, zero retainage.

Contract No. 7500, zero retainage.

Contract No. 7502, zero retainage.

Contract No. 7618, not yet completed. $8,408.94 retained as of the estimate ending April 5, 1972.

Contract No. 7684, work completed April 22, 1972. Retained $1,457.13 as of March 5, 1972. The established period on this contract ends October 15, 1972.

If additional information is needed, do not hesitate to request it.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:dr

REFERRED TO
Plg Teame
BY SECRETARY
Gallagher

Aitkin Landscaping Inc.
amounts due as of 3-22-72

Contract		
7422	Estimated payment due retained $11,842.16	Contract work completed 3-31-71, Final payment withheld pending receipt of Contractor's PR-47 Form
7474	Estimated payment due retained $5,205.56	Contract work completed March 31, Lawn not acceptable. No Estimate of Final Payment Date
7475.	zero	
7484	zero	
7500	zero	
7502	zero	
7618	Estimated Contract $137,486.72 Payments to Contractor (retained 8408.94 as of 4-5-72)	Project not completed
7684	Estimated Contract $56,854.00 Payment to Contractor (retained 1457.13 as of 3-5-72)	Contract work completed 4-22-72 Establishment Period ends October 15, 1972.

Vince

The ones marked "zero" is according to our record. Please verify & insert other amounts. If not for 3-22-72, please show date of estimate.

F. Emery.

Aichele Landscaping

11360 S. E. Stevens Road
Portland, Oregon 97266
Phone 654-8816

Shrubs - Sprinkling Systems - Mulching - Hydraulic Seeding

May 2, 1972

Floyd Query, Secretary
Oregon State Highway Commission
H ighway Building
Salem, Oregon 97310

Floyd Query:

Please look up the following contracts for the balance due Aichele Landscaping, Inc., as of March 22, 1972.

The following contracts : 7422, 7474, 7475, 7484, 7500, 7502, 7618, & 7684. Please check to see if any other balance has been overlooked.

My attorney will need the following information because of the death of my husband, Sol Aichele.

The following information in duplicate would be most appreciated.

Very truly yours,
AICHELE LANDSCAPING, INC.
Lorene K. Aichele
Lorene K. Aichele, V. P.

Kathi,
May I see all of Aichele's acids
for 1969-70-71-72

F.Q.

RECEIVED
MAY 3 - 1972
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 5 - 1972
FOR FILING

26-1192
7484

January 5, 1972

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

A post-final payment for $277.86 will be made to Aichele Landscaping, Inc., on Contract No. 7484 for work on the S.W. Alder Street-S.W. Salmon Street Section of the Pacific Highway West in Multnomah County as soon as the warrant is prepared.

The total amount paid on this contract will be $40,739.09 including the post-final payment. Of the total, $277.86 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Aichele Landscaping, Inc.
11360 S. E. Stevens Road
Portland, Oregon 97266

bc Frank Morgan
Walt Hart
V. E. Skoog
Attn: John Herr
H. S. Coulter

RECEIVED
DEC 27 1971
FOR FILING

26-1192

7484

December 27, 1971

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On December 23, 1971, we wrote to you concerning release of final payment on Contract No. 7484 awarded to Aichele Landscaping, Inc., for roadside improvement on the S. W. Alder Street-S. W. Salmon Street Section of the Pacific Highway West in Multnomah County.

Final payment on this contract is $3,239.35 and the total contract amount is $40,461.23. No work was performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

le

cc Aichele Landscaping, Inc.
11360 S. E. Stevens Road
Portland, Oregon 972666
bc Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
R. L. Schroeder
L. W. Rulien

RECEIVED
DEC 23 1971
FOR FILING

26-1192
7484

December 22, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed August 9, 1971 on Contract No. 7484. The contract was with Aichele Landscaping, Inc. and was for roadside improvement on the S.W. Alder St.-S.W. Salmon St. Section of the Pacific West Highway in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 21, 1971, and that you concur in this procedure at the Commission meeting on January 11, 1972.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

VG:js

cc: Floyd Quary
Tom Edwards
A. E. Johnson
C. L. Sund
F. D. Morgan
I. D. Merchant
V. E. Skoog
H. S. Cox
R. L. Schroeder

26-1192
7484

FORM E-1 (REV. 12-68)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: SW Alder - SW Salmon		WEEK ENDING: Nov. 12, 1971
		SECTION PREFIX: 26-1192
HIGHWAY: Pacific West		COUNTY: Multnomah
NAME OF JOB: SW Alder St. - SW Salmon St.	KIND OF WORK: Roadside Improvement	
CONTRACTOR: Aichelle Landscaping, Inc.	CONTRACT NUMBER: 7484	FEDERAL AID PROJECT NUMBER: BOR 41-00283
DATE OF CONTRACT: Sep. 28, 1970	DATE WORK STARTED: Oct. 12, 1970	ESTIMATED COMPLETION DATE: Bid Items Comp. 9/3/71 End Est. Period 10/8/71
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 3 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 47,850.69	SPECIFIED COMPLETION DATE: 5/31/71 New date 9/5/71	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $ 43,671.59	ENGINEERING AUTHORIZATION $ 4,179.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 41,330.00	ENGINEERING COST TO DATE $ 3,581.79	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN 2 %	PERCENT OF AUTHORIZATION 86 %	DATE PROJECT WAS COMPLETED: 11/11/71

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Irrigation	Planting
						100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	N/A				
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY: 1					
HOURS PER SHIFT: 8					

EQUIPMENT USED DURING THE WEEK:

Flat bed truck, pickup trick

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 7	Showers	N/A		
MONDAY 8	Showers			
TUESDAY 9	Rain			
WEDNESDAY 10	Showers			
THURSDAY 11	Showers			
FRIDAY 12	O'cast			
SATURDAY	-			

Routing
Mc[illegible]
Ducker
Bond
Walker
Boehme
Johnson

RECEIVED
NOV 15 1971
CONSTRUCTION DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 7	-
MONDAY 8	No activity.
TUESDAY 9	No activity.
WEDNESDAY 10	Laid 4-inch drain tile from waterlogged area in lawn to drain grade.
THURSDAY 11	Cleaned up spoils pile and debris.
FRIDAY 12	No work.
SATURDAY	-

REMARKS

Semifinal will be submitted by Nov. 23 although all Extra Work bills are not in.

Const. 2
FHWA
Landscape
Div.
File

SIGNED Vernon F. Butzer LOCATION Portland
Vernon F. Butzer Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP 1-21-6

RECEIVED
APR 7 - 1971
FOR FILING

26-1192
7484

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213

April 1, 1971

To: Mr. F. D. Morgan
Construction Engineer
State Highway Building
Salem

SUBJECT: S. W. Alder-S. W. Salmon
Roadside Improvement
Contract 7484

All contract work on this project has been suspended until July 1, 1971. Mr. Aichelle has agreed with the Rose Festival Association to perform certain work as outlined in the attached letter. The Rose Festival Association has agreed to compensate Aichelle Landscaping for any added expense.

Attached for your information is a copy of the shutdown order dated March 25, 1971, and a copy of Mr. Harrington's letter of March 29, 1971 to Aichelle Landscaping.

R. L. Schroeder
Metropolitan Engineer

by ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Assistant Metropolitan Engineer

NOTED
F. B. KLABOE

JHV:slh
Encs

cc F. B. Klaboe
Vern Butzer
L. W. Eulien

REFERRED TO
By Asst. State Hwy. Engr

RECEIVED
APR 5 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L PORTER

NOTED
TOM EDWARDS

PORTLAND ROSE FESTIVAL ASSOCIATION

New Address: 10 S. W. Ash Street, Portland, OR 97204
OFFICE: SUITE 416 HILTON HOTEL PHONE 227-2681
PORTLAND, OREGON 97204

March 29, 1971

Mr. Sol Aichele
Aichele Landscaping
11360 S. E. Stevens Road
Portland, Oregon 97266

METROPOLITAN ENGINEER
RECEIVED
MAR 30 1971
ME AME AME MOE MOE MTE

Dear Mr. Aichele:

We have a copy of the Oregon State Highway Division's letter to you dated March 25, 1971, regarding a stop order on the contract work on the old Journal Building site. This letter will serve as confirmation of the fact that the Portland Rose Festival Association is agreeable to paying for the six items covered in paragraph two of the Oregon State Highway Division letter dated March 25, 1971, in an amount not to exceed $4,500. It is our understanding that you feel that the actual cost may be closer to $4,100.

It is our understanding that you will invoice the Portland Rose Festival Association for this work as it progresses. We are agreeable to making progress payments as the work is done. We have advised the Oregon State Highway Division that we will obtain their approval on the final completion.

I am enclosing a copy of the Oregon State Highway Division letter referred to above, which details the items which we understand you will be doing in connection with the change on this contract. If this letter and the work detailed on the enclosed Oregon State Highway Division letter meet with your approval, we should appreciate your signing the duplicate copy and returning it for our files. Your cooperation in this respect will be very sincerely appreciated.

Yours very truly,

Webber C. Harrington, President

WCH:lj
Enclosure
cc: Mr. R. L. Schroeder

Approved:
by _____
Date _____

Webb Harrington *President*
Herb Ballin, Jr. *Vice-President*
Robert E. Franklin *Secretary*
Rollin H. Killough *Treasurer*
Robert T. Bryant *Executive Manager*
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Terry D. Schrunk
Mayor
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Royal Rosarians
James Payne
Portland Rose Society
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Gerald W. Frank
C. P. Keyser
Eddie Mays
Ford Montgomery
William A. Oliver
Lea Phillips
Richard M. Pittenger
Roy Powers

OREGON STATE HIGHWAY DIVISION

METROPOLITAN ENGINEER
Oregon State Highway Division
5821 N.E. GLISAN STREET
PORTLAND, OREGON 97213

March 25, 1971

Mr. Sol Aichele
Aichele Landscaping
11360 S.E. Stevens Road
Portland, Oregon

Dear Mr. Aichele:

S.W. Alder-S.W. Salmon St.
(Roadside Improvement)
Contract No. 7484

This is a request to suspend all contract work on this project. This shutdown order is to be effective March 25, 1971, and continue through July 1, 1971.

In addition to this delay of the contract work it is understood you will do the following things:

1. Remove the irrigation pipe from the project and store until needed.

2. Remove all plant material, store and maintain until needed to complete the plan for the project.

3. Shape and roll the topsoil, furnish 110 units of sawdust to cover the Journal Building site, place and compact as directed by the engineer.

4. Do minor clean-up work at the Journal Building site after the Rose Festival. Furnish and place 2,000 pounds of sulphate of ammonia.

5. Re-till the area, mix the fertilizer, sawdust and topsoil in a manner acceptable to the engineer.

6. Return all the irrigation pipes and plant material to the project, complete the installation of the irrigation system and plant the material as per the specifications for this project.

It is understood that you will look to the Rose Festival Association for all compensation for this delay and all added work as outlined above.

If you agree to these stipulations and changes in your Contract No. 7484, please countersign a copy of this letter and return to this office.

METROPOLITAN ENGINEER
RECEIVED
MAR 31 1971
ME AME AME MOE MDE MTE

Yours very truly,

R. L. Schroeder
Metropolitan Engineer
by J. H. Versteeg

J. H. Versteeg, Assistant Metro. Engr.

JHV:lh

Approved by:

Sol Aichele

Sol Aichele, Aichele Landscaping

RECEIVED
MAR 31 1971

FOR FILING

26-1192
7484

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
March 29, 1971

To: Memo to the Files

SUBJECT: S.W. Alder-S.W. Salmon St.
Roadside Improvement
Contract 7484

A meeting was held in this office at 11:00 A.M., March 29, 1971, to discuss the suspension of the Journal Building landscape contract.

Mr. Sol Aichele agreed to this delay in the contract and to the work outlined in the attached letter. The Rose Festival Association, represented by Hillman Luedemann and Clayton Hannon, agreed to compensate Aichele Landscaping for their expenses.

The Rose Festival Association will get out a letter to Mr. Aichele this P.M. agreeing to the terms discussed at this meeting.

R. L. Schroeder
Metropolitan Engineer

by

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Assistant Metropolitan Engineer

NOTED
F. B. KLABOE

JHV:ih
cc: F. B. Klaboe
F. D. Morgan
James Dow

RECEIVED
MAR 30 1971
OFFICE OF
STATE HIGHWAY ENGINEER

3-31-71

REFERRED TO
Porter - Elder - Johnson.
By Asst. State Hwy. Engr.

March 25, 1971

Mr. Sol Aichele
Aichele Landscaping
11360 S.E. Stevens Road
Portland, Oregon

Dear Mr. Aichele:

S.W. Alder-S.W. Salmon St.
(Roadside Improvement)
Contract No. 7484

This is a request to suspend all contract work on this project. This shutdown order is to be effective March 25, 1971, and continue through July 1, 1971.

In addition to this delay of the contract work it is understood you will do the following things:

1. Remove the irrigation pipe from the project and store until needed.

2. Remove all plant material, store and maintain until needed to complete the plan for the project.

3. Shape and roll the topsoil, furnish 110 units of sawdust to cover the Journal Building site, place and compact as directed by the engineer.

4. Do minor clean-up work at the Journal Building site after the Rose Festival. Furnish and place 2,000 pounds of sulphate of ammonia.

5. Re-till the area, mix the fertilizer, sawdust and topsoil in a manner acceptable to the engineer.

6. Return all the irrigation pipes and plant material to the project, complete the installation of the irrigation system and plant the material as per the specifications for this project.

It is understood that you will look to the Rose Festival Association for all compensation for this delay and all added work as outlined above.

If you agree to these stipulations and changes in your Contract No. 7484, please countersign a copy of this letter and return to this office.

Yours very truly,

JHV:lh

R. L. Schroeder
Metropolitan Engineer
by

Approved by:

_____
Sol Aichele, Aichele Landscaping

J. H. Versteeg, Assistant Metro. Engr.

C1

FORM E-30

MAR 29 1971

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
March 25, 1971

26-1192
7484

To: Memo to the File

SUBJECT: Rose Festival Carnival
Journal Building Site
Contract 7484

copy adv Per. ENC

A meeting was held at 10:00 A.M., Wednesday, March 24, in Howard Traver's office. Present were the following: Bob Bryant, Webb Harrington, and Hilman Lueddemann, Rose Festival Association; Howard Traver, City of Portland; Robert Schroeder, Hal Versteeg, OSHD. Purpose of the meeting was to discuss the suspension of the contract work on the Journal Building landscape project. It was agreed that this was desirable and that the Rose Festival Association would reimburse the contractor for the expense of furnishing sawdust, a delay in the contract, and any other details.

Mr. Sol Aichele was ill and did not attend this meeting. A second meeting between Mr. Aichele and the representatives of the Rose Festival Association will be set up at an early date. We do expect that Mr. Aichele will agree to this delay in the contract and for the amount discussed with the Rose Festival Association.

R. L. Schroeder
Metropolitan Engineer

by

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Assistant Metropolitan Engineer

JHV:lh
cc: F. B. Klaboe

OFFICE OF THE MAYOR

TERRY D. SCHRUNK
MAYOR

CITY OF PORTLAND
OREGON

March 24, 1971

Mr. Robert L. Schroeder
Metropolitan Engineer
State Highway Division
Department of Transportation
5821 N. E. Glisan
Portland, Oregon 97213

Dear Mr. Schroeder:

Several meetings have been held in my office with Mr. Webb Harrington, President of the Rose Festival Association, pertinent City bureaus and representatives of your division relative to use of the old Journal Building site by the Rose Festival Association for their 1971 Festival Center.

This project has been discussed at length with the Bureau of Outdoor Recreation both in Seattle and Washington, D. C. and Representative Wendell Wyatt. Congressman Wyatt has informed us that permission has been granted for this proposed use.

I would, therefore, request you to take the necessary action as of this date to cease the current landscaping activities until approximately July 15th in order that the Rose Festival Association may plan their festival activities. A separate letter to you over the signature of Mr. Harrington, President of the Association, will agree to reimburse the contractor for expenses for this shutdown, not to exceed $4,500.

Thank you and your organization for your courtesy and cooperative spirit in resolving this problem.

Very truly yours,

Terry D. Schrunk

MAYOR

TDS. T. d

PORTLAND ROSE FESTIVAL ASSOCIATION

OFFICE: SUITE 416 HILTON HOTEL PHONE 227-2681
PORTLAND, OREGON 97204

March 24, 1971

Mr. Robert L. Schroeder
Metropolitan Engineer
Highway Division, Metropolitan Section
Department of Transportation
5821 N. E. Glisan Street
Portland, Oregon 97213

Dear Mr. Schroeder:

This letter will confirm the results of our meeting today and previous meetings with city officials, State Highway Department representatives and Bureau of Outdoor Recreation officials with respect to the use of the old Journal Building site for the Portland Rose Festival as the site for a portion of our Festival Center.

It is our understanding that the Rose Festival will be granted the use of the above mentioned site if the Festival will reimburse the contractor, up to $4,500, for his expense in deferring the completion of his contract. It is our further understanding that the $4,500 maximum cost will include, but may not be limited to, the following:

Shaping top soil
110 units of sawdust (3" thick) or straw
Picking up, care and storage of plants and return to project
Picking up and storage of pipe and return to project
Re-rotovate the area for planting
Clean up
Delay in work schedule
2000 lbs of fertilizer

The Portland Rose Festival Association is willing to enter into a contract with the contractor, Aichele Landscaping, 11360 S. E. Stevens Road, Milwaukie, on the basis stated. We would expect to pay the contractor as the work is completed, subject to your approval on the final completion.

Webb Harrington, *President*
Herb Ballin, Jr., *Vice-President*
Robert E. Franklin, *Secretary*
Rollin H. Killoran, *Treasurer*
Robert T. Bryant, *Executive Manager*

DIRECTORS
Robert Ames
Robert H. Atkinson, Jr.
Manley J. Bakkensen
Cecil L. Brown
Larry L. Campbell
Mel C. Carpenter
Daniel L. Crotty
Robert F. Dwyer, Jr.
Stewart Eakin
Fred Edmunds
Alfred E. Grantham
John F. Harrigan
Robert Hazen
Ralph Holsapple
Gordon C. Hoy
Ralph Johnson
Hillman Lueddemann, Jr.
William D. MacGibbon
Donald D. McElroy
Wes Radford
Edwin Steidle
Robert Webb

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George Henderson
Howard Holman
Harold Kelley
Hillman Lueddemann, Sr.
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Walter W. R. May
William R. Moore
Chester A. Moores
James Rathbun
Milton W. Rice
Clyde Richardson
George Schoeffel
James M. Simmons
Harold Weiss

Tom McCall, *Governor*
Robert W. Blanchard, *Superintendent, Portland School District #1*
Terry D. Schrunk, *Mayor*
Richard Atiyeh, *Royal Rosarians*
James Payne, *Portland Rose Society*
William B. Webber, *Chamber of Commerce*

DIRECTORS AT LARGE
Harry Buckley
Allen O. Carden
Gerald W. Frank
C. P. Keyser
Eddie Mays
Ford Montgomery
William A. Oliver
Lea Phillips
Richard M. Pitzenger
Roy Powers

FOR YOU A ROSE IN PORTLAND GROWS

63rd Annual Rose Festival June 4th thru June 13th, 1971, Portland, Oregon

We wish to express our appreciation to the State Highway Department officials for their fine cooperation in these negotiations.

Sincerely yours,

Webb Harrington
President

WH:st

cc: Mr. Howard Traver

RECEIVED
NOV 27 1970

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 25, 1970

26-1172
7484

SUBJECT:

To: MEMO TO THE FILE

Following the November 24 Highway Commission meeting, Chairman Jackson directed me to implement conversion of contract No. 7484, Southwest Alder-Southwest Salmon, Portland, Pacific Highway West, to Federal-aid under the Bureau of Outdoor Recreation.

The above procedure is in line with action taken when the B.O.R.'s Northwest Regional office was directed to seek a project in a 250,000 population Standard Metropolitan Statistical Area (SMSA). The Region approached us in that regard and the above project was chosen.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc R. L. Porter
Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
David G. Talbot
L. H. Young
V. E. Skoog

RECEIVED
NOV 6 - 1970
FORM E-30 (REV. 10-69)
FILE
26-1192
1484

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
November 4, 1970

To: F. D. Morgan
Construction Engineer
State Highway Building
Salem

SUBJECT: S.W. Alder-S.W. Salmon
Pacific East
Contract No. 7484

ATTENTION: John Bond

This is to confirm our phone conversation of November 4, 1970. Mr. Aichele has agreed to the change of status for this project from a State to a Federal Aid project. He stated that $500 would be fair compensation for the additional signing, paper work and EEO requirements related to a Federal Aid project.

When a decision is made, please advise so we can notify Mr. Aichele.

Robert L. Schroeder
Metropolitan Engineer

By:

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Assistant Metropolitan Engineer

JHV:pb

cc: Aichele Landscaping, Inc.
James Don
Lloyd Shaw
A. E. Johnson

RECEIVED
NOV 5 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Copy to JM McCallum
11-6-70

SP*52476-734

RECEIVED
OCT 14 1970

26-1192
7484

October 13, 1970

Alaskan Landscaping, Inc.
11500 S. E. Stevens Road
Portland, Oregon 97266

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7484 for roadside improvement on the S. W. Alder Street-S. W. Salmon Street Section of the Pacific West Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Enclosure

cc United Pacific Insurance Company
Portland Branch Office
415 S. W. 10th Avenue
Portland, Oregon 97205

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

bc F. D. Morgan
I. D. Merchant
Roy Olson
R. L. Schroeder
James Dow

RECEIVED
NOV 24 1970
FOR FILING

26-1192
7484

NOA
9-30-70

October 6, 1970

City of Portland
City Hall
Portland, Oregon 97204

MISC. CONTRACTS and
AGREEMENTS No. 3560

Attention: James Hamill
Auditor

Gentlemen:

Attached for your records are two fully executed copies of a supplemental agreement covering landscaping on the S. W. Alder-S. W. Salmon Section of the Pacific Highway West in Portland.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc H. S. Cox
(conf. agreement att.)

RECEIVED
SEP 29 1970
PUBLIC WORKS

26-1192
7484

September 29, 1970

Aichele Landscaping, Inc.
11360 S. E. Stevens Road
Portland, Oregon 97266

Gentlemen:

The State Highway Commission on September 11, 1970, accepted your proposal for roadside improvement on the S. W. Alder St.-S. W. Salmon Street Section of the Pacific West Highway in Multnomah County for the sum of $41,291 and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions have been satisfied.

Those conditions were fulfilled and the State Highway Engineer September 28, 1970, awarded you the project, which has been assigned Contract No. 7484.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is May 31, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

EJ
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Washington
Daily Journal of Commerce, Seattle, Wn., & Portland, Oregon

F. D. Morgan
I. D. Merchant
Roy Olson
R. L. Schroeder
James Don
William Geibel (SAIF)

RECEIVED
OCT 2 - 1970
FOR FILING

26-1192
7484

September 28, 1970

Mr. Fred J. Overly, Regional Director
Bureau of Outdoor Recreation
Pacific Northwest Region
1000 Second Avenue
Seattle, Washington 98104

Dear Mr. Overly:

I request confirmation of a waiver of retroactivity on a site preparation and landscaping project located between Southwest Front Avenue and Southwest Harbor Drive, and between Southwest Salmon Street and Southwest Alder Street in downtown Portland.

The improvements consist of site preparation; topsoiling; irrigation system; installing lawn, trees and shrubs; and curb construction. The estimated cost of the project is $42,000.

The site is owned jointly by the State and the City of Portland. The City is furnishing and placing the required trees and benches, and the State is doing the balance of the work by contract. The City will maintain the park.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
bc R. L. Porter
Tom Edwards
E. S. Hunter
David G. Talbot
Walter McCallum

RECEIVED
AUG 7 - 1970
26-1192
7484

August 6, 1970

Oregon State Highway Commission

Gentlemen:

On July 27, Chairman Jackson approved a landscaping project between S. W. Alder Street and S. W. Salmon Street (site of the old Journal Building) on Pacific Highway West in Multnomah County.

This project involves the preparation of the site, placing 12 inches of topsoil, construction of an irrigation system and the planting of lawn. The City of Portland will plant trees and shrubs, provide and place benches and illumination if required. The City will also supply water and maintain the project.

I recommend this project be financed with State construction funds and request your confirmation in letting the project at an estimated cost of $60,000 on September 3.

This matter will be on the agenda for your consideration at the August 18 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Quary
Tom Edwards
F. B. Klaboe
A. E. Johnson
Victor D. Wolfe
V. E. Skoog
L. H. Young
D. J. Barbee
R/ L. Schroeder

BLB:aw FBK:srb sr

RECEIVED
AUG 4 - 1970

26-1192

OREGON STATE HIGHWAY DIVISION

cc: Tom Edwards
D. J. Barbee
Att. Roy Olson
(att)

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 378--4514

Hon. Francis Ivancie
Commissioner of Public Affairs
City Hall
Portland, Oregon 97204

Approved 7-27-70 Ben Gifford

August 3, 1970

Re: Landscaping
Oregon Journal Building Site

Dear Sir:

Pursuant to previous negotiations and cooperation between City and State, the Old Oregon Journal Building was jointly acquired and removed and it has now been determined that said area should be landscaped to enhance the beauty of the Portland water front.

It has been determined that said landscaping should be a cooperative effort constructed jointly between City and State with State's portion of work tentatively scheduled to be undertaken in early September and City's portion of work to follow immediately upon completion by State.

The individual responsibilities as defined by the contents of the agreement are as follows:

STATE:	CITY:
12 inches of topsoil	Acquire and plant trees and/or shrubs
Curbing	Construct benches
Drainage	Maintenance
Sprinkling	Water and power consumption
Seeding	Hold harmless clause
Preparation for tree and/or shrub planting	

We trust the foregoing will meet with your approval as per prior discussion with Mr. F. B. Klabee, and due to the early scheduling of State's proposed portion of work we request your earliest consideration and presentation to the Council for approval after which please return four copies to this office for Highway Commission approval and returning of two fully executed copies for your files.

We appreciate the City's cooperation in this and other matters related to highway construction within the City of Portland.

Very truly yours,

R. L. Porter
State Highway Engineer

By: D. H. Harwell
H. S. Cox
for County and City Engineer

RECEIVED
AUG 3 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Copy - Ben Gifford 8-4-70

DHH:ljt
cc: F. B. Klabee
R. L. Schroeder

NOTED
TOM EDWARDS

Encl.

RECEIVED
JUL 27 1970

FOR FILING

36-21192
1-7484

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

104 East Salem Highway Building
July 7, 1970

SUBJECT: Landscaping Journal Building

To: Mr. D. J. Barbee
Design Engineer
Building

I met with E. M. Thoreson, Landscape Architect for the City of Portland, to discuss some proposals for landscaping.

We looked over the possibilities of constructing mounds, but decided that the area was not suitable for this type of landscape treatment.

It was decided a simple treatment would be best, lawn and trees with a few benches. Thoreson advised against containers for trees because of the maintenance problem, so we will make planting pits.

We will prepare the plans and submit them to the City Park Bureau for approval.

Roy E. Olson
Landscape Engineer

vmt

RECEIVED
JUL 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Porter
Dr. Asst. State Hwy. Engr.
Info.

Routing

1 Barbee	B	Trout	
2 Hall	H	Wills	
3 A. Olson	ADO	Heckleman	
Sample		Scott	
4 Terpin		R. Olson	
Swenson		Carstensen	

RECEIVED
JUL 7 1970
DESIGN
DIVISION

NOTED
F. E. KLABOE

Copy sent to Klaboe
ADO. 7/8/70

R. L. FORTER

RECEIVED
JUL 2 - 1970
FORM B-30 BOM 10-68
FOR FILING

26-1172
7484

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
July 1, 1970

SUBJECT:

To: MEMO TO THE FILE

On June 30, I met with Commissioner Frank Ivancie and members of his Department to discuss the proposed landscaping of the old Journal Building site on Harbor Drive.

Commissioner Ivancie was a little vague on what type of plan he favored developing but did feel that some plan that would allow the construction of five-foot high mounds with benches on top of these mounds would be necessary in order that the people who did use the area could see out over the sea wall to the river. It was also the consensus of the people at this meeting that in order to make the landscaping workable, it would require about one foot of topsoil over the concrete slab, plus the installation of a minimum type sprinkling system. The sprinkling system appears to be necessary because of the concrete slab problem and the fact that watering would have to be done every day during the dry season. It was my rough estimate that the minimum plan incorporating these features would be at least $50,000.

Commissioner Ivancie stated that he wanted to communicate further with Mr. Jackson on this matter and possibly encourage Mr. Jackson to set up a budgeted amount of money for the work and hire a local landscape architect to plan the work with the budgeted amount.

In the meantime, I have instructed our Landscape Engineer to meet with the City's Landscape Engineer and work up some preliminary ideas along these mimimum lines. As soon as they have developed this information, I will communicate further with Commissioner Ivancie.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: R. L. Porter
Tom Edwards
D. J. Barbee

RECEIVED
JUN 30 1970

FOR FILING

1
26+ 1192
7484

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 24, 1970

SUBJECT:

To: MEMO TO FILE

On this date, Chairman Jackson asked that I have someone contact Francis Ivancie re some landscaping at the old Journal Building site on Harbor Drive.

Mr. Jackson stated that he did not want any elaborate, expensive project but one that would make the area sightly and usable until a determination is made as to the future use of the site. It is not intended that Harbor Drive be widened at this time.

Mr. Klaboe has been informed of this matter and is acting.

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe

RECEIVED
MAY 7 1970

For Filing

26-1192
7484

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 6, 1970

SUBJECT:

To: MEMO TO FILE

Chairman Jackson has issued instructions that Harbor Drive be widened to accommodate additional lanes, using approximately the existing grade of the facility.

Mr. Jackson also stated that we should make some plantings on the old Journal Building site and do sufficient landscaping work to make the site reasonably attractive.

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
D. J. Barbee
A. E. Johnson

30-3253 Ukiah Sand Shed on Pendleton- 1970
John Day Hwy., S. of Pendleton
#7485

RECEIVED
JAN 8 - 1971
ENGINEERING

30-3253
7485

January 6, 1971

Insurance Co. of North America
P. O. Box 1595
Orange, California 92668

Gentlemen:

On January 6, 1971, we wrote to you concerning release of final payment on Contract No. 7485 awarded to Walter E. Nobbs for the Welch Canal Shed on the Pendleton-John Day Highway in Umatilla County.

Final payment on this contract is $3,032.66 and the total contract amount is $21,039.61 including $1,224.41 for work performed under force account.

Very truly yours,

Floyd Oxley, Secretary
OREGON STATE HIGHWAY COMMISSION

fbm

cc Walter E. Nobbs
P. O. Box 702
Pendleton, Oregon 97801

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
H. S. Coulter

RECEIVED
JAN 6 - 1971

30-3253
7485

January 5, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed December 7, 1970 on Contract No. 7485. The contract was with Walt Rohde Construction Company and was for a building on the Ukiah Sand Shed Section of the Pendleton-John Day Highway in Umatilla County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 5, 1971 and that you concur in this procedure at the Commission meeting on January 7, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
H. S. Coulter

VG:fw

30-3253
7485

FORM E-1 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Ukiah Sand Shed		WEEK ENDING: December 12, 1970
		SECTION PREFIX: 30-3253
HIGHWAY: Pendleton-John Day		COUNTY: Umatilla
NAME OF JOB: Ukiah Sand Shed	KIND OF WORK: Building	
CONTRACTOR: Walt Rohde Construction Co.	CONTRACT NUMBER: 7485	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: September 11, 1970	DATE WORK STARTED: October 5, 1970	ESTIMATED COMPLETION DATE: December 9, 1970
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 75	CALENDAR DAYS USED 73
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 97%
PROJECT AUTHORIZATION: $23,627.30		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $21,563.78	ENGINEERING AUTHORIZATION $2,063.52	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $21,859.61	ENGINEERING COST TO DATE $1,424.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98.5%
ESTIMATED PERCENT: OVERRUN / UNDERRUN 1.01%	This week: $212.00	DATE PROJECT WAS COMPLETED:
	PERCENT OF AUTHORIZATION 69 %	December 7, 1970

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9886							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 6	Ptly cldy	1		
MONDAY 7	Ptly cldy	1		Completion day
TUESDAY 8	Cldy w/snow shrs	1		
WEDNESDAY 9	Ptly cldy	1		
THURSDAY		1		
FRIDAY		1		
SATURDAY		1		

Routing
Morgan
Decker
Bond
Walker
Johnson

RECEIVED
DEC 10 1970
CONSTRUCTION DIVISION

RECEIVED
DEC 14 1970
BRIDGE DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 6	No activity
MONDAY 7	Began misc. clean up of site. Completion day-Semifinal inspection with C. O. Fredrickson.
TUESDAY 8	Misc. clean up.
WEDNESDAY 9	Misc. clean up. Removing I. D. sign. Third notification
THURSDAY 10	
FRIDAY 11	
SATURDAY 5	Misc. clean up of site.

REMARKS

Project completed 12/7/70

Final records will be submitted about 12/14/70

SIGNED Joseph A. Schlieski LOCATION La Grande

Joseph A. Schlieski

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
NOV 2 - 1970
FOR FILING
30-3253
7485

October 30, 1970

Mr. Walter E. Rohde
P. O. Box 702
Pendleton, Oregon 97801

Dear Mr. Rohde:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7485 for a building on the Ukiah Sand Shed Section of the Pendleton-John Day Highway in Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosure

cc Insurance Co. of N. America
P. O. Box 1065
Orange, California 92666

bc F. D. Morgan
I. D. Merchant
M. S. Coulter
H. E. Woodward

RECEIVED
SEP 16 1970
FOR FILING

30-3253
7485

September 15, 1970

Walter H. Rohde
P. O. Box 702
Pendleton, Oregon 97801

Dear Mr. Rohde:

Enclosed are three copies of Contract No. 7485 for $20,635.20 awarded to you by the State Highway Commission on September 11, 1970, for work on the Ukiah Sand Shed Section of the Pendleton-John Day Highway in Umatilla County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin September 26, 1970.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

KI

Enclosures

bc F. D. Morgan
I. D. Merchant
H. S. Coulter
H. E. Woodward
William Geibel (SAIF)

RECEIVED
SEP 11 1970
FOR FILING

30-3253
7485

September 11, 1970

Walt Rohde Construction Co.
P. O. Box 702
Pendleton, Oregon 97801

Gentlemen:

The State Highway Commission today awarded to you State Highway Contract No. 7485 in the amount of $20,635.20 for the Ukiah Sand Shed on the Pendleton-John Day Highway in Umatilla County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

sss

bc: F. D. Morgan
I. D. Merchant
H. S. Coulter
H. E. Woodward
William Geibel (SAIF)

3-1620 "B" Ave.-Middlecrest Road (Lake Oswego) Sec., of Oswego Highway (Traf. signal install.) 1970
#7486

CVA 3990

RECEIVED
DEC 31 1971
FOR FILING

#2

3-1620
7486

November 24, 1971

Madsen & Stokes Electrical Contractors
P. O. Box 180
Roseburg, Oregon 97470

Gentlemen:

The State Highway Commission at its meeting on November 24, 1971, considered your request for an additional 28 calendar days to complete Contract No. 7486 for a traffic signal installation on "B" Avenue and Middlecrest Road in Lake Oswego.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission denied your request.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem Office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bc F. D. Morgan
I. D. Merchant
V. E. Skeen
L. W. Rallen
Arvey Nelson

RECEIVED
NOV 1 1971
HIGHWAYS

3-1620
7486

November 1, 1971

Oregon State Highway Commission

Request for Extension of Time
No. 2
November 24, 1971 meeting

Gentlemen:

Madsen & Stokes Electrical Contractor, contractor for the construction of traffic signals at "B" Avenue-Middlecrest Road (Lake Oswego) on the Oswego Highway in Clackamas County, Contract 7486, has requested that he be granted an additional 28 calendar days in which to complete the contract work without assessment of liquidated damages. The contractor cites late delivery of materials and equipment as the reason for his failure to complete the work on time.

The contract was awarded October 12, 1970 and allotted 180 calendar days to complete the work. This forecast a completion date of April 21, 1971. The work was completed May 19, 1971, with 208 calendar days charged. This is an excess of 28 days.

Project records reveal that delay in delivery of materials and equipment was the cause of the overrun in time. In support of his request the contractor offered a letter from his material supplier which cites, among other things, "strikes" as a cause of the delay in delivery. We have spent considerable time with the contractor in an attempt to verify the fact that strikes were a part of the reason for the delay. The contractor's supplier, Automatic Signal, would not or could not document the claim that strikes were a cause of the delay.

Delay in delivery of materials is not a cause, within the language of the specifications, for an extension of time without assessment of liquidated damages, except in

this case a strike in a material supplier's plant could be given consideration. Inasmuch as neither the contractor nor his supplier could verify the effect of the claimed strikes on the work, I recommend that the contractor be assessed liquidated damages for the excess time. This amounts to an assessment of $1,400.

This matter will be on the agenda for your consideration at the November 24 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Quary
Tom Edwards
A. E. Johnson
Gary L. Sund
I. D. Merchant
F. D. Morgan
L. H. Young
V. E. Skoog
L. W. Rulien

CAG:ag kw

OREGON STATE HIGHWAY COMMISSION

RECEIVED
JUL 16 1971
BRIDGE DIVISION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7486 Contractor Madson & Stokes Electrical Contractor

Highway Oswego

Section "B" Ave.-Middlecrest Road (Lake Oswego)

Kind of Work Traffic Signals

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or ~~GRANTED~~. The reasons for such recommendation are as follows:

Recommend request be denied. Late delivery of materials is not a reason for an extension of time without assessment of liquidated damages within the language of the specifications.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No.	7486
Project designation	State-City Coop (State-Federal)
Date awarded	October 12, 1970
Work started	February 15, 1971
Per cent completed	100% May 19, 1971 (Date)
No. of Workdays Allowed	180
No. of Workdays Used	208
No. of Added Workdays Requested	28

B-119 (Rev.)—SM—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date MAY 27th, 1971

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 180 days to 208 days, within which to complete our Contract No. #7486, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

due to the lateness in the delivery of equipment -
see attached letter from supplier (Automatic Signal)
and copy of freight bill

Respectfully submitted,

MADSON & STOKES ELECTRICAL CONTR.
Contractor

By Chan A. Stokes
Chan A. Stokes, partner

CONSENT OF SURETY

Date MAY 27th, 19 71

We, THE AMERICAN INSURANCE COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Elizabeth A. Moore
Attorney-in-fact

(SEAL)

Elizabeth A. Moore
Resident Agent

— THE FIRST NAME IN TRAFFIC CONTROL —

AUTOMATIC SIGNAL DIVISION

11726 Aurora Avenue North
Seattle, Washington 98133
(206) 365-7213

January 22, 1971

Madson/Stokes Electrical Contractors
P.O. Box 280
Roseburg, Oregon 97470

Attention: Mr. Chan A. Stokes

Gentlemen:

Reference: Your P.O. No. 2029
Our S.O. 640,104
Oregon Highway Project #7486
Lake Oswego

We respectfully request that you make every effort to obtain an extension of time for the referenced project. We recommend that the extension request be for 60 calendar days to cover all possible contingencies.

Our supplier for the type of traffic signal controllers to be used on this project is the Marbelite Company in Brooklyn, New York. That firm has advised our Torrance plant, where final assembly is completed, that the controllers have encountered production delays and that they cannot be shipped before the week of April 5, 1971. Due to a combination of strikes, parts shortages, and contractual problems in the east, delivery quotations which were formerly 60 to 90 days have been extended to 120 to 150 days.

In view of the fact that this delay is completely beyond our control, we believe that there is sufficient

AUTOMATIC SIGNAL
DIVISION

[illegible] 22, 1971

justification [illegible] the time extension [illegible].
will appreciate your keeping us advised [illegible]

Very truly yours,

Bruce R. Calvez
Northwest Area [illegible]

BRC:js

PACIFIC MOTOR TRUCKING COMPANY
PACIFIC MOTOR TRANSPORT COMPANY
CONSIGNEE COPY

70898485

70898485
FREIGHT BILL NUMBER

TO	CONSIGNEE
340	[illegible]
FROM	SHIPPER & NUMBER
700	[illegible]

S. CODE	C/L REFERENCE	ROUTING
10	39972446	[illegible] 4/22/71

BLOCK NO.	VAN NO.	DATE	ORIGIN CARRIER NO.	ORIGIN CARRIER AMT.	OUR REV.	DESTINATION CARRIER AMT.	DESTINATION CARRIER NO.
740	211599	4 20 71 LB	042				

NO. OF PCS.	DESCRIPTION AND MARKS	WEIGHT	RATE	TOTAL CHARGES
4	CTNS CIRC BRKR SUTORS	184		
5	CTNS CASTS ALUM V SUTORS	300		
9	TTL	484	306	1480 [illegible]

C.O.D. AMOUNT →
TOTAL TO COLLECT →

4k

REQUESTS FOR EXTENSION OF TIME

Commission Meeting November 24, 1971

Request No.	Contract No.	Contractor	Section and Highway	Time Requested	Recommendation
1	7592	N. A. Toole Constr. Co.	Harper Jct. Rock Production, Central OR Hwy	16 days	grant 18 days
2	7486	Madson & Stokes Elec. Contr.	"B" Avenue-Middlecrest Rd.(Lake Oswego) Oswego Highway	28 days	assess L.D. = $1,400
3	7401	Ross Bros. Constr. Co.	Midland Info Center, The Dalles-Cal. Hwy	11/30/70-4/14/71	assess L.D., 12/1/ - 12/14/70 $1,050
4	7323	Donald M. Drake Co. & S. S. Mullen	Sunset Hwy-Beaverton Sec. Beaverton-Tigard Hwy.	318 days	grant 104 days
5	7594	Cascade Constr. Co.	Raleigh Hills-Hillsdale Sec., Beavetton-Hillsdale Highway	6 days	grant 6 days
6	7501	Ross Bros. Constr. Inc.	Nestucca R. (Ollie Woods) Br., FAS 613	70 days	grant 37 days; assess L.D. 34 days = $3,400
7	7546	Robert D. Copeland	Jumpoff Joe Cr.-Louse Cr. Interch., FAS 17-102	14 days	grant 10 days; assess L.D. 18 days - $2,700
8	7214	Andersen-Hannan	W. Fremont Interch., Stadium Freeway	120 days	grant 58 days
9	7430	All City Landscape, Inc.	Sunset Safety Rest Area Sunset Highway	16 days	grant 13 days
10	7525	Robert L. Divine	Eugene (Blue Star) Safety Rest Area, Pacific Hwy W.	6/1/71-8/23/71	grant 6/24/71 (Unit a) 8/23/71 (Unit b)
11	7452	Peter Kiewit Sons' Co.	Hubbard Interch. Sec., Pacific Hwy. (I-5) (Unit a)	86 days	grant 13 days; assess L.D. - 35 days - $5,250
12	7151	Guy F. Atkinson Co.	Tualatin R.-Pacific Hwy. Sec., E. Portland Freeway	811 days	grant 103 days
13	7352	Gibbons & Reed Co.	Weatherby-Lime Sec., Old Oregon Trail Hwy.	37 days	grant 32 days
14	7492	Paul Zimmerly Road Constr.	Gellatly Summit Sec., Corvallis-Newport Hwy.	17 days	grant 10 days

RECEIVED
JUL 19 1971
FOR FILING

3-1620

7486

July 19, 1971

American Insurance Co.
921 S.W. Washington St.
Portland, Oregon 97205

Gentlemen:

On July 2, 1971, we wrote to you concerning release of final payment on Contract No. 7486 awarded to Madsen & Stokes Electrical Contractors for a traffic signal installation on "B" Avenue and Middlecrest Road in Lake Oswego in Clackamas County.

Final payment on this contract is $500 and the total contract amount is $25,487.14, including $154.14 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

sss

cc Madsen & Stokes Electrical Contractors
1230 N.E. Stephens Street
Roseburg, Oregon 97470

Dwayne Buell Agency
P.O. Box 730
Roseburg, Oregon 97470

The American Insurance Co.
P.O. Box 3385
San Francisco, California 94120

bc Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
L. W. Rulien

RECEIVED
JUL 1 - 1971
FOR FILING

3-1620
7486

June 30, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed May 19, 1971 on Contract No. 7486. The contract was with Madsen and Stokes Electrical Contractors and was for a traffic signal installation on the "D" Avenue-Middlecreek Road (Lake Oswego) Section of the Oswego Highway in Clackamas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective June 30, 1971 and that you concur in this procedure at the Commission meeting on July 27, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
L. W. Rulien

VG:fw

3-1620 7486

FORM E-1 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: "B" Ave.-Middlecrest Rd. (Lake Oswego)		WEEK ENDING: June 11, 1971
		SECTION PREFIX: 3-1620
HIGHWAY: Oswego		COUNTY: Clackamas
NAME OF JOB: "B" Ave.-Middlecrest Rd.(Lake Oswego)	KIND OF WORK: Traffic Signal Installation	
CONTRACTOR: Madson & Stokes Electrical Contractors	CONTRACT NUMBER: 7486	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: October 12, 1970	DATE WORK STARTED: February 15, 1971	COMPLETION DATE: May 19, 1971
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS 180	WORK DAYS USED / CALENDAR DAYS USED 208
	SPECIFIED COMPLETION DATE: April 21, 1971	PERCENT OF TIME ELAPSED: 115.6%
PROJECT AUTHORIZATION: $ 31,410.78	ENGINEERING AUTHORIZATION $ 2,743.30	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $ 28,667.48	ENGINEERING COST TO DATE $ 2,539.30	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 25,490.31	PERCENT OF AUTHORIZATION 92.6%	DATE PROJECT WAS COMPLETED: May 19, 1971
ESTIMATED PERCENT: OVERRUN/UNDERRUN Underrun 1.1 %		

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None - No activity

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	"B" Ave.	"A" Ave.	No. Shore Road	Middlecrest Road				
PERCENT	100%	100%	100%	100%				

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	6	Partly Cloudy			
MONDAY	7	Showers			
TUESDAY	8	Partly Cloudy			
WEDNESDAY	9	Overcast			
THURSDAY	10	Overcast			
FRIDAY					
SATURDAY	5	Overcast			

Routing

Morgan — Payn

Decker — Swan

Bond — Glenn

Walker — Litchfield

Boehme — Gallagher

Johnsen — Stein

RECEIVED
JUN 14 1971
CONSTRUCTION DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 6	No activity all week
MONDAY 7	
TUESDAY 8	
WEDNESDAY 9	
THURSDAY 10	
FRIDAY 11	
SATURDAY 5	

REMARKS

STATUS: Project complete. Semi-final estimate submitted on June 10, 1971.

Final Weekly Report

Const.

SIGNED [signature] LOCATION Tigard 97223

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

DEC 3 - 1970

City of Lake Oswego

3-1620
7486

November 30, 1970

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Traffic Signal Project
City of Lake Oswego - State Street

Attention: F. B. Klaboe

Gentlemen:

As per the Agreement for subject traffic signal installation entered into between O.S.H.D. and City of Lake Oswego dated 7 July, 1970, I enclose check in the amount of $12,563.90. This represents estimate of City's share less initial payment of $3,141.10 made 7 October, 1970.

I trust you will find this remittance in proper order.

Sincerely,

Deane Seeger
City Manager

DS:hb

cc: R. Nelson
D. J. Abraham

orig w/ check no. 10885
to Cox for handling
12-2-70

RECEIVED
DEC 1 1970
OFFICE OF
STATE HIGHWAY ENGINEER

City Hall • 40 A. Avenue • Lake Oswego, Oregon 97034 • Telephone 636-3603

FORWARDED
NOV 2 - 1970
FOR FILING

3-1620
7486

October 30, 1970

Madsen & Stokes Electrical Contractors
P. O. Box 280
Roseburg, Oregon 97470

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7486 for a traffic signal on the "B" Ave.-Middlecrest Rd. (Lake Oswego) Section of the Oswego Highway in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosure

cc The American Insurance Company
921 S. W. Washington Street
Portland, Oregon 97205

Attention: Fidelity & Surety Department

cc Douglas Small Agency
P. O. Box 730
Roseburg, Oregon 97470

bc F. D. Morgan
I. D. Merchant
L. W. Rulien
Enrique Rodriguez

The American Insurance Company
P. O. Box 3385
San Francisco, California 94120

RECEIVED
OCT 13 1970
FOR FILING

3-1620
7486

October 13, 1970

Nelsen & Stokes Electrical Contractors
P. O. Box 280
Roseburg, Oregon 97470

Gentlemen:

Enclosed are three copies of Contract No. 7486 for $26,733 awarded to you by the State Highway Commission on October 12 for a traffic signal installation on the "B" Ave.-Middlecrest Road Section of the Oregon Highway in Clackamas County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin October 24, 1970.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

Enclosures

bc F. D. Morgan
I. D. Merchant
L. W. Kalien
Enrique Rodriguez
William Gaibel (SAIF)

RECEIVED
OCT 14 1970
FOR FILING

3-1620
7486

October 12, 1970

Hadson and Stokes Electrical Contractors
P. O. Box 280
Roseburg, Oregon 97470

Gentlemen:

The State Highway Commission on October 6, 1970, accepted your proposal on the "B" Ave.-Middlecrest Road (Lake Oswego) Section of the Oswego Highway in Clackamas County for the sum of $26,733 and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions have been fulfilled.

These conditions were satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7486.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

F. D. Morgan
I. D. Merchant
L. W. Rulien
Enrique Rodriquez
Wm. Geibel (SALF)

RECEIVED
OCT 9 - 1970
FOR FILING

3-16-20
7486

City of Lake Oswego

October 7, 1970

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Traffic Signal Project
City of Lake Oswego

Attention: F. B. Klaboe

Gentlemen:

As provided in the Agreement between O.S.H.D. and the City of Lake Oswego dated 7 July, 1970, I am enclosing our check in the amount of $3,141.10, representing one-tenth of the estimated cost of the State Street traffic signal project.

In further checking this Agreement I have discovered that it calls for the payment of the balance of City's one-half share "on or before December 1, 1971". It appears that this was a typing error as it has been City's intent to remit this balance on or before December 1, 1970.

I trust you will find this remittance in proper order. We will be prepared to pay the balance of City's obligation by December 1st.

Sincerely,

Deane Seeger

Deane Seeger
City Manager

NOTED
F. B. KLABOE

DS:hb
Encl.

10-8-70 cc: R. Nelson, Finance
D. J. Abraham, Public Works

orig to COX
w/ check no. 10322
for handling

RECEIVED
OCT 8 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 27 1970

3-11-20
7486

4K

1-7-70

MISC. CONTRACTS and AGREEMENTS No. 3990

July 8, 1970

City of Lake Oswego
City Hall
Lake Oswego, Oregon 97034

Attention: Deane Seeger
City Manager

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering installation of traffic signals at intersections of Oswego Highway with "B" Street and Middlecrest Road.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Quarry, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc F. B. Crandall
(conf. agreement attached)

RECEIVED
JUL 6 - 1970
FOR FILING

3-1620
17986

7984

July 3, 1970

Oregon State Highway Commission

Gentlemen:

An agreement has been executed with the City of Lake Oswego for the installation of traffic signals at the intersections of the Oswego Highway with "B" Street and Middle-street Road. The existing traffic actuated signals at the intersections of the Oswego Highway with "A" Avenue and North Shore Road will be converted to pretimed operation and all four signalized intersections will be interconnected to form an integrated system.

The estimated cost of the project is $36,000 and the City has agreed to pay half of the installation cost and care for power and maintenance. The State's share of the cost will be taken from Minor Betterment Funds.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be on the agenda for your consideration at the July 7 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
F. B. Crandall
H. H. Bothman
H. S. Cox
G. J. Gix
L. W. Rulien
VPJ:njc fn

RECEIVED
JUN 15 1970
FOR FILING

3-1620
7486

June 11, 1970

Mr. Deane Seeger
City Manager
City Hall
Lake Oswego, Oregon 97034

Dear Mr. Seeger:

In my letter of May 18, I stated that we were conducting an investigation of the warrant for traffic signals at the intersection of State Street and "B" Avenue in Lake Oswego.

This investigation has now been completed and it was found that traffic signals were warranted. As stated previously, the estimated cost of signalization is $12,000.

If the City is prepared to proceed with the overall State Street project of installation of signals at the "B" Avenue and Middlecrest Road intersections, conversion of the existing signals at "A" Avenue and North Shore Road, and interconnection of all four intersections at an estimated total cost of $36,000, we will prepare the necessary agreements.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
L. W. Rulien
H. S. Cox

VPJ:bls ja

FORM E-80-X (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202

May 28, 1970

To: F. B. Crandall
Traffic Engineer
Salem, OR 97310

ATTENTION L. E. GEORGE

SUBJECT: Traffic Signal Investigation
Oswego Highway at "B" Avenue
ORE43-Hwy. No. 3-M.P. 6.04
City of Lake Oswego

A standard traffic signal investigation was made of the subject intersection as requested in your May 4, 1970 letter.

The attached sketch map shows the existing physical conditions of the subject intersection. It should be noted that southbound traffic on the Oswego Highway (State Street, ORE43) has three approach lanes at "B" Avenue. The west curb lane is a right turn only for p.m. peak operation. "B" Avenue is striped for two approach lanes. There is a private driveway offset to the north of "B" Avenue on the east side of ORE43. The indicated speed is 25 MPH. The estimated 85 percentile speed is 30 MPH.

A 16-hour manual turning movement count, as factored to 24 hours taken May 14 and 19, 1970, shows 20,848 or 91 percent entering from the north and south. There were 1,973 entering from the east and west. It should be noted that the private driveway was included in the turning movement count. There is a major left turn movement from ORE43 to "B" Avenue. The attached Traffic Signal Warrant Comparison sheet shows that the interruption of continuous traffic warrant is met. The minimum vehicular volume warrant is 80 percent of that required for side street volume.

During the period from January 1, 1966 through December 31, 1968 and eight months of 1969, there were 20 reported accidents at this intersection. There were no fatalities and no injuries in these reported accidents. The major type accidents were five rear-end and fourteen turning movement. There were four of these accidents of a type preventable by the installation of a two-phase traffic signal within the last 12 months of study.

The traffic signal warrants were met and the difficulty of gaining access to the highway indicates that traffic signals should be installed. The installation of a traffic signal will cause some problems. The private driveway located to the east and north of

"B" Avenue will experience difficulty in gaining access to the highway. Existing physical conditions would make it difficult to tie this private driveway into a traffic signal. Another item is that the left turn signal at State and "A" Avenue is overloaded, and the traffic is bypassing and making the left turn at "B" Avenue. Some provisions should be considered for this heavy left turn movement. Maybe this should be a signal operation such as now operating at "A" Avenue.

ORIGINAL SIGNED BY
R. W. FAILMEZGER

Ronald W. Failmezger
Division Traffic Engineer

RWF:dj
Enclosures
CC: F. B. Crandall
L. W. Rulien
G. N. Hopkins

RECEIVED
MAY 20 1970

FOR FILING
3-1620
7486

May 18, 1970

Mr. Deane Seeger
City Manager
City Hall
Lake Oswego, Oregon 97034

6456

Dear Mr. Seeger:

This will acknowledge your letter of May 8 concerning traffic signals on State Street in Lake Oswego.

Revision of the existing signals at the "A" Avenue and North Shore Road intersections is estimated to cost $12,000. This would include interconnection of these two signals with the proposed signal at Middlecrest Road. The installation of traffic signals at the "B" Avenue intersection plus interconnection is also estimated to cost $12,000. At the present time, we are investigating the warrant for signals at the "B" Avenue intersection.

If this office can be of any further service, please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
L. W. Rulien (enc.)
E. S. Cox (enc.)

VPJ:mk ja

City of Lake Oswego

May 8, 1970

Mr. Tom Edwards, Asst. State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Edwards:

I was pleased to receive your letter of 1 May concerning your department's study and recommendations for an inter-connected traffic signal system on State Street and "A" Avenue in Lake Oswego.

While the first phase of our 3-year serial levy program calls for installations at Middlecrest and three other school locations in the City, we are anxious to improve the State Street system at the earliest possible date.

Once the estimated City's share of costs can be determined for the State Street installations at Middlecrest and "B" Avenue and the revision of signals at "A" Avenue and North Shore Road, we would be interested in a cooperative project with the State as you have suggested.

Sincerely,

Deane Seeger
City Manager

DS:hb

cc: D. J. Abraham, P.W.

RECEIVED
MAY 11 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 7 - 1970
FOR FILING

3-1620
7486

May 1, 1970

Mr. Diane Seeger
City Manager
City Hall
Lake Oswego, Oregon 97034

Dear Mr. Seeger:

We have completed our study and analysis of a possible traffic signal system both on State Street and on "A" Street in the city of Lake Oswego. The report is self-explanatory.

Basically, it recommends the installation of pre-timed traffic signal equipment at all locations involved in the study. This equipment would in turn be interconnected to form an integrated system that would permit an efficient flow of traffic through the central business district of Lake Oswego on both streets involved. Actuated equipment, in some instances, would have been slightly more efficient during the extreme off-peak periods; however, it would not have provided the best possible service to vehicular traffic or to pedestrians during the normal traffic periods of operation.

Although the attached report does contain recommendations with respect to traffic signal installations on both "A" Avenue and the Oswego Highway, it should be realized that the State has no financial interest in participating in any part of the signal system on "A" Avenue. However, the Highway Division is willing to enter into a cooperative project involving revision of the signals on the Oswego Highway at "A" Avenue and North Shore Road and their interconnection with the signals to be installed at Middlecrest Road. An investigation will be conducted at the "B" Avenue intersection and, if it is found

that signalization is warranted, the installation of signals at this intersection can be included in the project.

Under such a project, the State and City would share equally in the total cost of all of the work with the City of Lake Oswego assuming the responsibility of future maintenance and power costs. It is understood that the City is in the process of issuing a bonding program to finance its portion of the traffic signal work.

Will you please advise this office at such time as the City wishes to initiate a cooperative project on the basis outlined above. A State-City agreement will then be transmitted to you at that time for execution by the City.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachment

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
L. W. Rulien

LEG:mk:ji ja

FORM H-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
April 30, 1970

SUBJECT: Traffic Signal System
City of Lake Oswego

To: Tom Edwards
Assistant State Highway Engineer
B U I L D I N G

Attached are two copies of a traffic signal study that we have conducted at the request of the City of Lake Oswego. You will recall, they requested in a letter to Mr. Cooper our assistance in studying the needs of a traffic signal system at several locations on State Street (Oswego Highway) and at several locations on "A" Street (city street).

In essence, the attached study recommends that an existing actuated signal be converted to fixed time and that the new signal which the State and the City have agreed to at the school crossing at Middlecrest also be of fixed time. The third intersection involving a state highway location is "B" Avenue at State Street at which we also proposed a fixed time control. Fixed time control is also recommended at the various city street locations. All of the signalized intersections involved would then be interconnected into a proposed overall system.

If you approve of the report, there is attached a Suggested Draft transmitting a copy to Deane Seeger, City Manager of Lake Oswego.

L. E. George
Assistant Traffic Engineer

LEG:mk

Attachments

RECEIVED
APR 30 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
April, 1970

TRAFFIC SIGNAL OPERATION
State Street & "A" Avenue
Lake Oswego

Recommendation:

As a result of this study, the following recommendations are made:

1. That the existing traffic signals on State Street be converted to pre-timed, three-dial control.

2. That the traffic signals to be installed at the intersections of State Street with "B" Avenue and Middlecrest Road have pre-timed, three-dial control.

3. That the traffic signals to be installed on "A" Avenue have pre-timed control with two-dials initially with the capability of being expanded to three-dial operation.

These recommendations are contingent upon the ability of the City, in the instance of "A" Avenue, and the State and City jointly in the instance of State Street, to finance their respective portions of the work.

Historical Operation:

At the present time, there are three-phase, fully-actuated traffic signals at the intersection of State Street with "A" Avenue and two-phase, fully-actuated signals at its intersection with North Shore Road. The State and City are cooperating in the installation of traffic signals at the intersection of State Street with Middlecrest Road. The City has enacted a serial levy for, among other work, the signalization of the intersection of State Street and "B" Avenue and those of "A" Avenue with First, Fourth and Eighth Streets.

This study was conducted in response to a request from the City for a recommendation of the type of control to be used.

Investigation:

With the number of signalized intersections which will exist on State Street and "A" Avenue upon completion of the present program, it is highly desirable, in order to minimize the number of stops and to provide for smooth flow of traffic, to interconnect all of them into a coordinated system. Such a system could range from actuated signals with computerized control through actuated signals with a background cycle to pre-

timed signals with or without multi-dial controllers.

Actuated systems have the advantage of immediate adjustment to changing traffic patterns thus giving the most efficient allocation of available green signal time. With computerized master control flexibility of progressive movement is possible. The cost of such equipment is very high. Experience has shown that pedestrians, especially school children as at Middlecrest Road, have difficulty with actuated control.

Pre-timed control, although lacking in flexibility, is relatively low in cost and has advantages in simplicity of operation and ease of maintenance. Where traffic patterns are uniform, multi-dial pre-timed equipment approaches the efficiency of actuated control.

Tables 1 and 2 show the traffic patterns of State Street and "A" Avenue. State Street has a northbound peak between 7:00 and 9:00 in the morning, more or less even flow during the day and a southbound peak from 4:00 to 6:00 P.M., "A" Avenue shows a directional peak only during the period from 4:00 to 6:00 P.M. During this period, traffic flow peaks in the eastbound direction.

These patterns are sufficiently stable for successful operation with pre-timed equipment. As is shown by the attached time-space diagrams, reasonably good two-way progression is possible for both streets. Some difficulty can be anticipated at the State and "A" intersection during peak periods. Careful attention to cycle splits will minimize this difficulty.

It is recommended that the existing fully-actuated signals at the intersections of State Street with "A" Avenue and North Shore Road be converted to three-dial, pre-timed control. The proposed signals at the Middlecrest Road and "B" Avenue with State Street should also have such control and all of the signalized intersections interconnected and the dial transfer controlled by a central programmed time clock.

Because of the lack of a morning directional peak, the "A" Avenue signals will need only two-dial control at this time. The equipment should be such that the third dials can be easily inserted sometime in the future.

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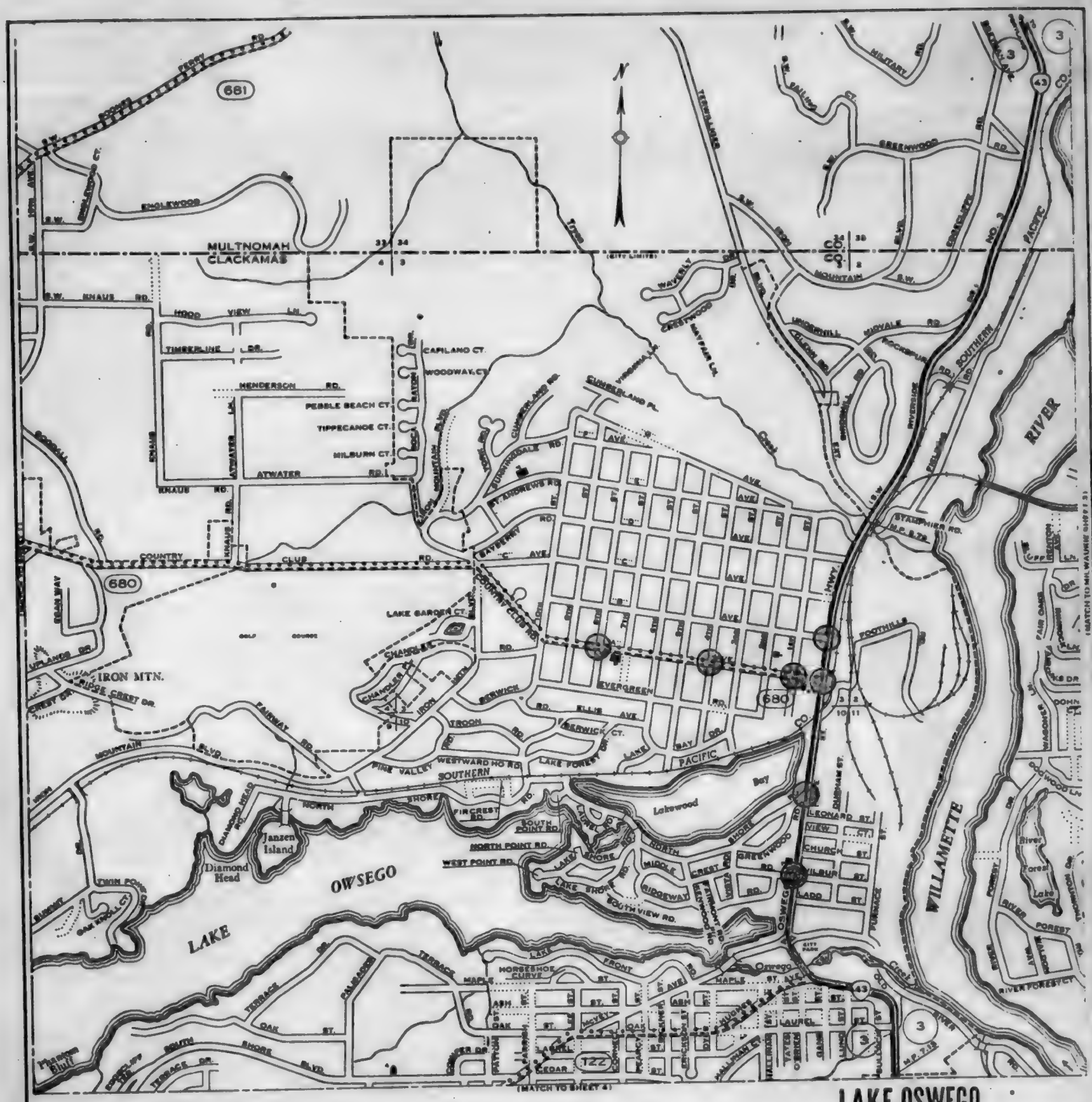
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RECEIVED
APR 22 1970
FOR FILING

3-1620
7486

April 21, 1970

Mr. Deane Seeger
City Manager
City Hall
Lake Oswego, Oregon 97034

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
L. W. Rulien (enc.)

Dear Mr. Seeger:

We have completed our study of possible traffic signal operation for various intersections on State Street and on "A" Avenue in the city of Lake Oswego. We will contact you in the near future to go over the results of this study in detail.

Briefly, it appears that a multi-dial pretimed traffic signal system will operate satisfactorily on both of these streets. Although this system would not be quite as efficient as a traffic-actuated type system, it would provide for better progression through the entire system and would not unduly delay traffic except during the extremely light hours of vehicular movement, late evening or early morning.

In order to move as rapidly as possible on the traffic signal installation at Middlecrest, we are transmitting at this time a set of agreements covering this installation. Representatives of our Traffic Engineering Section will be in contact with you at an early date to discuss the final results of our study.

Would you please arrange for the execution of these agreements by the proper City officials and return them to me. As soon as they have been approved by the State Highway Commission, we will call for bids on the installation.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

LEG:njc ja

Attachments (2)

RECEIVED
APR 6 - 1970
FOR FILING

3-16 20
1486

April 3, 1970

Mr. Deane Seeger
City Manager
City Hall
Lake Oswego, Oregon 97034

Dear Mr. Seeger:

Your letter of March 30 requested assistance in the design of a traffic signal system involving certain locations on the Oswego Highway through the city of Lake Oswego and also at certain locations on "A" Street within the city. We will proceed with the design of the signal system on the Oswego Highway at such time as it can be scheduled into our work load.

As was discussed during your recent visit with representatives of our Traffic Engineering section, the signal system on the Oswego Highway should be designed to operate and be compatible with the city system which will be installed on "A" Street.

Your letter also requested assistance in the planning and design of the future signal system at other street locations in the city which are not highway intersections. The Highway Division does provide assistance when requested to cities throughout the state of Oregon in this type of work. The City would be charged for the engineering time required to prepare plans and specifications and for the actual drafting time involved in the preparation of the plans.

Rather than completely defer any payment until December 1970 as outlined in your letter, it is suggested that the City, at the time of the bid opening and prior to the award of the contract involving the signals on the Oswego Highway, transmit to the Highway Division an amount based on one-tenth of the contract bid cost. Subsequent to that immediate deposit, the City could then make a series of several deferred payments or one total final payment. It is our opinion that this method of financing is desirable in order to have the school crossing signal installed as rapidly as possible at the Middlecrest intersection.

Representatives of our Traffic Engineering section will contact you at such time as a preliminary design is evolved for the highway signal system.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

LEG:mk mc

bc Forrest Cooper'
R. L. Porter
Victor D. Wolfe
F. B. Crandall

City of Lake Oswego

March 30, 1970

Mr. L. E. George
Traffic Safety Division
Oregon State Highway Department
Salem, Oregon

Dear Mr. George:

Confirming our conversation of last Friday, this letter will serve to formalize our request for assistance in the planning and design of a traffic signal installation at State Street (Ore. 43) and Middlecrest Road, and certain other street locations in the City of Lake Oswego.

As previously explained, the City will not realize any proceeds from its new 3-year serial levy for traffic signalization until mid-November, 1970. We would like to proceed with the State-Middlecrest installation at the earliest possible date and respectfully ask that payment of City's share of costs be deferred to 1 December, 1970.

May I take this opportunity to thank you and Mr. Johnson for the cordial reception extended to Messrs. Abraham, DeHaas and myself at your office last week. We very much appreciate your cooperation in this matter.

Sincerely,

Deane Seeger

Deane Seeger
City Manager

DS:hb

cc: D. J. Abraham, D.P.W.
Mrs. Joseph Buley

RECEIVED
MAR 30 1970
TRAFFIC ENGINEERING

RECEIVED
JAN 7 - 1970
FOR FILING

City of Lake Oswego

Cross Referenced To:
Adm
Petitions
Clackamas

3-16-20
7586

January 5, 1970

Mr. Tom Edwards
Asst. State Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Edwards:

I appreciate the receipt of your letter of 15 December concerning the proposed traffic signal at State Street and Middlecrest Road in Lake Oswego. I did have the opportunity of discussing this in some detail with your Mr. George who has been most cooperative in helping us to evaluate this project.

The City Council currently has under consideration a plan for a small bond issue or serial levy proposal to fund a number of sorely needed traffic signals at various locations throughout the City. We will be meeting again on January 13th to further discuss the feasibility of such a program, and I will be in a position to advise you of the City's consideration of the Middlecrest agreement following that meeting.

Very truly yours,

Deane Seeger

Deane Seeger
City Manager

Copy. Crandall & Rubin 1-7-70

DS:hb

NOTED
TOM EDWARDS

RECEIVED
JAN 6 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 16 1969
FOR FILING
3-1620
7486

December 15, 1969

Mr. Dean Seeger
City Manager
City Hall
40 A Avenue
Lake Oswego, Oregon 97034

Dear Mr. Seeger:

In response to your letter concerning the traffic signal at State Street and Middlecrest Road, Mr. L. E. George of our Traffic Engineering Department has discussed some of the problems with you by phone.

The signal may be either traffic-actuated or fixed time, based on the desires of the City Council. If a traffic-actuated signal is used, pedestrian-type activation will be included.

I am sure we can work out the necessary financial arrangements in order that the installation may proceed expeditiously.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:ja

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall (enc.)
H. S. Cox (enc.)
L. W. Rulien (enc.)

City of Lake Oswego

December 9, 1969

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Mr. Tom Edwards, Asst. State Highway Engineer

Dear Mr. Edwards:

We acknowledge with thanks your letter of 25 November and the conveyance of proposed State-City agreement on installation of traffic signals at State Street (Or. 43) and Middlecrest Road.

In presenting the agreement to the City Council it would be helpful if I could have clarification on three items concerning the installation:

1) Will the proposed signal be traffic actuated to accommodate heavy vehicular flow on State Street during peak periods?

2) Will the walk-wait signal be automatic or of the push-button type?

3) If necessary, can the City arrange for a deferred payment of its share of cost or portion thereof, to fiscal year 1970?

The above information will be appreciated at your earliest convenience.

Sincerely,

Deane Seeger

Deane Seeger
City Manager

DS:hb

Bud

RECEIVED
DEC 10 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 1 - 1969
FOR FILE

Market
Hwy
Lights
Lake Oswego

Mr.
Petition
Clackamas

November 28, 1969

Mr. and Mrs. James M. Smiley
243 Ridgeway Road
Lake Oswego, Oregon 97034

-1189

Dear Mr. and Mrs. Smiley:

In response to your phone call indicating that there had been no reply to your letter of November 9, I find that the Secretary to the Commission had acknowledged the receipt of your letter to Mr. and Mrs. H. J. Holden, whose names first appeared on the petition.

Reiterating the information which I gave you by phone, the City of Lake Oswego has requested that we furnish it with an estimate of cost of a full-scale traffic signal at State Street and Middlecrest Road. The estimate was completed and was sent to the City on November 26, together with a request that methods of financing be negotiated between the City and this Division.

We are hopeful that these negotiations will be successful.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

cc Mr. and Mrs. H. J. Holden
215 Ridgeway Road
Lake Oswego, Oregon 97034

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe (Referral No. 9543)
F. B. Crandall (enc.)
H. S. Cox (enc.)

TE:ja

RECEIVED
NOV 24 1969
FOR FILING

Maint
Eng
Lights

Cross Referenced to:
Adm
Operations
Clackamas

Lake Oswego.

1989

DATE: November 21, 1969

TO: Wanda Morrill, Executive Secretary
Office of the Governor

THROUGH: John M. Fulton, Director
Department of Transportation

FROM: R. L. Porter
Deputy State Highway Engineer

SUBJECT: Petition requesting attention be given to pedestrian-vehicle conflict at intersection of Middleoreat Road and the Lake Oswego Highway

This is a pedestrian signal at the crest of the hill approximately 300 feet south of the intersection which was installed some time ago at the request of the parents in this vicinity.

The City of Lake Oswego has now requested that plans be prepared and costs determined of a full-scale traffic signal installation at the Middleorest intersection, after which the terms of financing and contracting will be worked out.

cc: John M. Fulton

Forrest Cooper
Tom Edwards
Victor D. Wolfe (Referral No. 9546)
F. B. Crandall (Enc.)
M. E. Cox (Enc.)

TE:ja sr

SUGGESTED REPLY FOR THE GOVERNOR'S CONSIDERATION
November 21, 1969

Mr. and Mrs. James W. Smiley
243 Ridgeway Road
Lake Oswego, Oregon 97034

Dear Mr. and Mrs. Smiley:

Reply is made to the petition concerning the pedestrian and vehicle problem at Middlecrest Road and the Lake Oswego Highway.

The State Highway Division and the City of Lake Oswego are currently investigating plans for a signal installation at this intersection to replace the currently operating pedestrian crossing signal located a very short distance southerly.

The Highway Division has also initiated a restudy of the highway speeds at this intersection. Its findings will be presented to the State Speed Control Board for such action as is indicated.

TE:ja sr

SMILEY TO HWY 11_12

Governor McCall

We would appreciate any personal attention you may have time to give on this traffic safety matter through the Oregon State Highway Commission.

Appreciatively yours,
Mr & Mrs James W. Smiley

RECEIVED
NOV 13 1969
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Edwards
BY DEPUTY STATE HIGHWAY ENGINEER

November 9, 1969

9546

Dear Sirs:

We are citizens of Lake Oswego who are concerned over the safety of our children. We live in the immediate vicinity of the intersection of State Street and Middlecrest Road. Many children must cross this intersection to Lakewood School, George Rogers Park, baseball field and the local grocery store. The intersection has become alarmingly dangerous due to the increasing quantity of fast moving traffic passing through Lake Oswego and poor visibility due to its hill top location. There have been numerous near fatal auto-pedestrian accidents here and we see children crossing with caution nearly hit by autos almost daily. The latest accident at this intersection was last week when an eleven year old boy was knocked out of the cross-walk by a hit and run driver. He is severely injured and is still in critical condition.

The parents and the Lakewood School have been stressing the need for caution while crossing streets and have now intensified the emphasis on traffic safety. Due to the urgency of the situation we appeal to the local and state law enforcement agencies to take immediate action to slow the traffic on State Street (Highway 43). We suggest that a safety drive be initiated, where upon stopping drivers on State Street for not stopping for pedestrians in the cross-walk or for exceeding the speed limit, the emphasis be placed on traffic safety. We of the community offer our complete support to these agencies. We feel it necessary that a traffic light be installed at this intersection as hastily as possible before further accidents occur.

We beg of you to come to our aid.

NOV 12 1969

Appreciatively yours,
Mr+Mrs. N.J. Holden 215 Ridgeway Road Lake Oswego Oregon 97034
Mr+Mrs R.L. Lutz - 209 Ridgeway Road - Lake Oswego 97034
Don Holden - 215 Ridgeway Road - Lake Oswego, Oregon
Mr+Mrs James W. Smiley - 243 Ridgeway Rd Lake Oswego, Oregon 97034

cc: Governor Tom McCall
Lake Oswego Chief of Police, Herbert Dahlstrom
Oregon State Highway Patrol
Officers of The Oregon State Highway Commission
Lake Oswego Review - Bill Blizzard
Metro-West Oregon Journal
Mayor John MacLean
City Manager Deane Seeger
Councilwoman Mary Goodall
Councilman Robert Dent
Councilman William Cook
Councilman William Knowles
Councilman Charles Needham
Councilman Joseph Ferguson

RECEIVED
NOV 28 1969
FOR FILING

3-1620
7486

November 25, 1969

Mr. Deane Seeger
City Manager
City Hall
Lake Oswego, Oregon 97034

1489

Dear Mr. Seeger:

Reference is made to previous correspondence between you and this office concerning traffic conditions at the intersection of State Street and Middlecrest Road in Lake Oswego.

We have completed our investigation at this intersection. The traffic data indicates that conditions are marginal for the installation of traffic signals at this intersection. However, vehicular volumes are great enough in magnitude that safety conditions would be improved by the installation of a pre-timed traffic signal. Such an installation is estimated to cost $12,000. There are attached two copies of an agreement covering the installation. In keeping with our standard policy, the City is asked to pay one-half the cost of the installation and to care for future maintenance and power consumption.

If the City wishes to proceed with this project, will you please present these agreements to city officials, arrange for their execution and return the agreements to this office. We will then arrange for their approval by the State Highway Commission, after which you will be furnished with a fully executed copy and we will proceed to let the installation to contract.

Your cooperation in this matter is appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
L. W. Fulien (enc.)

LEG:mk ja

Attachments

FORM S-90 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
November 24, 1969

SUBJECT: Traffic Signal Investigation
Oswego Hwy.-Middlecrest Road
M.P. 6.56

TE Assignment 7989

To: Tom Edwards
Assistant State Highway Engineer
B U I L D I N G

Attached is a report concerning the Oswego Highway and Middlecrest Road in the vicinity of Lake Oswego. The Division has recommended the installation of a pushbutton single span traffic signal installation at Middlecrest Road. The attached Suggested Draft to the City recommends the installation of a full-scale traffic signal.

Because of the heavy traffic volume on the Oswego Highway and the relatively heavy pedestrian volume across the highway, a full-scale signal is the recommendation of this office. It was on this basis that the Suggested Draft was prepared.

The estimated cost of the signal is $12,000. The State's share would be financed through State Construction Funds if approved by the Commission. This matter has not yet been sent to the Commission for their approval, since the City's desires are as yet unknown.

L. E. George
Assistant Traffic Engineer

LEG:mk

Attachments

RECEIVED
NOV 25 1969
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-20-X (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202

November 19, 1969

To: Mr. L. W. Rulien
Division Engineer
B U I L D I N G

SUBJECT: Traffic Signal Investigation
Oswego Hwy. - Middlecrest Road
City of Lake Oswego
ORE 43 - Hwy. No. 43
M.P. 6.56

The City of Lake Oswego's City Manager, Mr. Dean Seeger, in response to State Highway Division correspondence concerning a recommendation to convert an existing pedestrian signal at Church Street to full time operation, requested an investigation for signalization at Middlecrest Road.

The attached sketch map shows the general physical conditions for this section of roadway. There is a crest vertical curve which restricts sight distance for southbound traffic to 300 feet for the Middlecrest Road crosswalks. The indicated speed is 25 MPH. The estimated prevailing 85% speed is 35 MPH.

A 16-hour manual traffic count, as factored to 24 hours, taken at the investigated intersection revealed 17,544 (97%) vehicles entering from the north and south and 574 (3%) entering from the east and west. There was a total volume of 819 on Middlecrest Road and 377 vehicles on Wilbur Street which intersects from the east. There was a total of 222 pedestrians crossing the Oswego Highway and 123 of these were school students. The attached traffic signal warrant comparison sheet shows that none of the minimum warrants based on traffic volumes are met. If the 70% warrants are used where prevailing speeds are over 40 MPH and the population is under 10,000, the warrant for interruption of continuous traffic is within 80% of the required traffic volumes.

During the period from January 1, 1966 through December 31, 1968 there were 14 reported accidents. There were 3 angle, 5 rear end, 1 sideswipe, 3 turning, and 2 pedestrian type accidents. There were 8 injuries. Included in these accidents were 2 bicycle mishaps. Most of these accidents involved southbound traffic. There were 3 of a type preventable by signalization within the last 12 months study period.

A call to Earl Bussler, Traffic Tech., Lake Oswego, revealed that two additional pedestrian type accidents occurred in 1969. On May 13, 1969 a southbound car hit a bicycle being pushed by a child in the crosswalk. There was a hit and run accident involving a Boy Scout at the crosswalk during the week of November 9, 1969. There is a continuing pedestrian accident problem as may be seen.

As a result of this investigation, it is recommended that a full time pedestrian traffic signal be installed at the north crosswalk of Middlecrest Road. An estimated cost of $5,000 to be shared on a 50-50 basis with the City, with the City maintaining the paying power consumption. It is further recommended that the existing pedestrian signal at Chruch Street be used by the school only during crossing hours as now being operated.

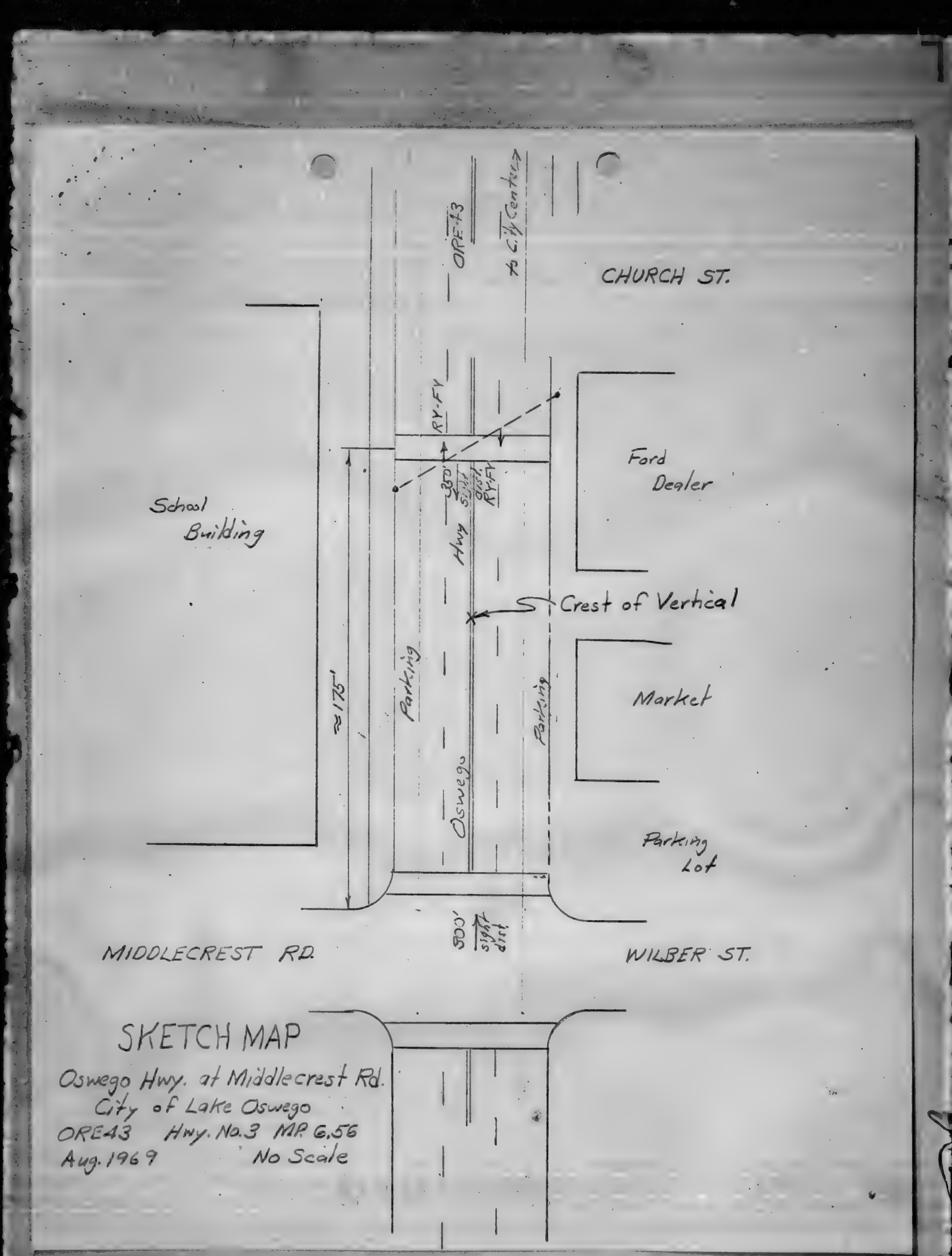
ORIGINAL SIGNED BY
R. W. FAILMEZGER

Ronald W. Failmezger
Div. Traffic Engineer

RWF/nah

Encls.

cc: G. N. Hopkins



SKETCH MAP

Oswego Hwy. at Middlecrest Rd.
City of Lake Oswego
ORE43 Hwy. No. 3 MP 6.56
Aug. 1969 No Scale

TRAFFIC SIGNAL WARRANT COMPARISON

OREGON STATE HIGHWAY DEPARTMENT
DIVISION I

City Lake Oswego County Clackamas

Highway Name Oswego Intersecting Road Middlecreek Road

Route No. ORE 43 Highway No. 3 Mile Point 6.57

Item	Observed Conditions	Minimum Warrant	
Minimum Vehicular Volume Warrant:			
Average Hourly Volume on Major St.-Max. 8 hrs. (Total of both approaches)	1273	600	420 1/
Average Hourly Minor Street Volume-Same 8 hrs. (Highest hourly volumes from either approach)	42	150	105
Interruption of Continuous Traffic Warrant:			
Average Hourly Volume on Major St.-Max. 8 hrs. (Total of both approaches)	1273	900	630
Average Hourly Minor Street Volumes-Same 8 hrs. (Highest hourly volumes from either approach)	42	75	53
Minimum Pedestrian Volume Warrant:			
Average Hourly Volume on Major St.-Max 8 hrs. (Total of both approaches)	1272	600	420
Average Hourly Ped. Volume Across Major St.-Same 8 hrs. (Highest volume crosswalk)	14	150	105
Accident Experience Warrent:			
Preventable accidents (Last 12 months)	3	5	

1/ 70% of warrant for location where speed is above 40 MPH and/or population is below 10,000.

City of Lake Oswego

November 12, 1969

Mr. Tom Edwards
Assistant State Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Edwards:

With further reference to our recent correspondence regarding signalization at the intersection of State Street (Ore. 43) and Middlecrest in the City of Lake Oswego, I am enclosing copy of a petition received on 11 November by the Mayor and City Council signed by 707 residents of the area.

I have advised the petitioners of the Highway Department's expressed interest in this problem and your most recent letter of 29 October concerning the same.

The Mayor and Council respectfully request that investigation and findings on this signal installation be made at the earliest practicable date in the hope that early action can be taken.

Sincerely,

Deane Seeger

Deane Seeger
City Manager

Bud
RS

DS:hb

RECEIVED
NOV 13 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 14 1969
TRAFFIC ENGINEERING

DEPARTMENT
NOV 21 1969
FOR FILING
3-1620
7486

November 20, 1969

Mrs. Joseph E. Buley, President
Lakewood P.T.A.
17498 S. Green Bluff Drive
Lake Oswego, Oregon 97034

Dear Mrs. Buley:

Your letter to Mr. Glenn Jackson, Chairman of the Oregon State Highway Commission, has come to my desk for reply. The letter was accompanied by a petition concerning the pedestrian problem at the intersection of State Street and Middlecrest Road in front of the Lakewood School.

Currently, our Traffic Engineering Division and the City of Lake Oswego are working jointly, looking toward development of a design and estimate. An agreement will then be negotiated which will permit the installation of a signal at this intersection.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:ja

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe (Referral No. 9544)
F. B. Crandall (enc.)

9544

November 12, 1969

REFERRED TO
Edwards
BY DEPUTY STATE HIGHWAY ENGINEER

Honorable Glenn Jackson, Chairman
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Dear Mr. Jackson:

We enclose herewith a copy of petition filed with the City Council of Lake Oswego on 11 November, 1969. This petition is supported by the signatures of 706 residents and parents of the Lakewood School area.

We believe the facts set forth in the petition warrant our concern and our request for immediate action to provide signal protection on this section of Oregon State Highway No. 43.

Your interest and assistance in this matter will be gratefully appreciated.

Very truly yours,

Residents of Lakewood School Area

By Mrs. Joseph E. Butler
President, Lakewood P.T.A.

17498 So. Green Bluff Drive
Lake Oswego, Oregon 97034

November 9, 1969

City of Lake Oswego
Lake Oswego, Oregon

Dear Sirs:

The undersigned respectfully request that the City of Lake Oswego make an immediate effort to obtain a traffic light at the intersection of State Street and Middlecrest, in front of Lakewood School. This pedestrian crossing is, and has been for many years, an extremely hazardous crossing for those living in the area as well as all the children utilizing the facilities of Lakewood School and George Rogers Park.

The severity of the situation was tragically emphasized last Wednesday evening when Donnie Rohrbacker was struck and seriously injured while crossing State Street after attending a Boy Scout meeting at Lakewood School.

Your officials have advised us that several accidents have occurred there previously and that recently a study was initiated concerning this problem. It is further our understanding that the City of Lake Oswego and the Oregon State Highway Department have been in consultation concerning this matter in recent weeks and that the State is currently preparing a report on signalization of this intersection.

We believe that this hazardous condition can no longer be tolerated. We believe that immediate action must be taken to terminate this condition at the earliest possible time.

Therefore, we respectfully request you make every effort to obtain favorable and immediate determination by the State of Oregon to install a traffic light at this intersection and that, if necessary, emergency funds be used. In turn, we stand prepared to aid your efforts in any way you deem appropriate.

It appears that you already recognize the problem, because of your previous study, but we believe time is imperative. Again, we urge your immediate attention to this matter and trust that our view will be forcefully brought to the attention of the State of Oregon.

Respectfully,

cc: City Manager Deane Seeger
Mayor John MacLean
Governor Tom McCall
State Highway Commission Chairman Glenn Jackson
State Senator John J. Inskeep
State Representative Roger E. Martin
Lake Oswego Review

RECEIVED
OCT 6 - 1969
FOR FILING

3-1620
- 7486

7812

October 2, 1969

Mr. Deane Seeger
City Manager
City Hall
40 "A" Avenue
Lake Oswego, Oregon 97034

Dear Mr. Seeger:

This will acknowledge your letter of September 8 concerning conversion of the school crossing signal on State Street at Church Street to a full-time pedestrian-actuated traffic signal.

Such conversion is estimated to cost $800. If you will submit the City's check for $400, we will proceed to make the changes.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
L. W. Rulien (enc.)
H. S. Cox (enc.)

VPJ:ji ja

City of Lake Oswego

September 8, 1969

Mr. Tom Edwards
Assistant State Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Edwards:

In response to your letter of 25 August concerning pedestrian crossing on State Street (Ore. 43) in the vicinity of Church Street and Middlecrest, our traffic engineer concurs in your suggestion that the school crossing traffic signal at Church Street should be placed on full-time operation as a pedestrian-actuated traffic signal. While this will not fully resolve the problem, we do feel that it would be an improvement.

My attention is called to the necessity of walk-wait signals due to the fact that the pedestrian would be unable to observe the overhead vehicular signal.

Please accept this letter as signifying City's approval of the proposed installation.

Very truly yours,

Deane Seeger

Deane Seeger
City Manager

DS:hb

Burl Pruett PE

RECEIVED
SEP 10 1969
TRAFFIC ENGINEERING

RECEIVED
SEP 9 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 27 1969

3-1620
7486

August 25, 1969

Mr. Deane Seeger
City Manager
City Hall
Lake Oswego, Oregon 97034

Dear Mr. Seeger:

We have recently completed an investigation of a complaint concerning hazards to pedestrians crossing State Street in the vicinity of the Church Street and Middlecrest intersections in the southerly part of Lake Oswego.

Although the volume of pedestrians, other than school children, crossing the highway at this point is not unduly high, the width of the highway and the traffic volume thereon is such that a certain amount of hazard exists.

It is believed that pedestrian safety in this area would be materially improved if the school crossing traffic signal at the Church Street intersection were placed on full-time operation as a pedestrian-actuated traffic signal.

Will you please advise me of the reaction of City officials to the above proposal.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
L. W. Rulien - Please follow this up with the City of Lake Oswego to determine if they are willing to participate in upgrading this crossing.

VPJ:njc/TE:ja

FORM E-20-X (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202

August 8, 1969

To: Mr. L. W. Rulien
Division Engineer
B U I L D I N G

SUBJECT: Pedestrian Crossing
Oswego Hwy. at Middlecrest Road
City of Lake Oswego
ORE 43 - Hwy. No. 3
M.P. 6.56

An investigation of pedestrian traffic conditions was made on the Oswego Highway ORE 43 in the vicinity of Lakewood School and Middlecrest Road. This investigation was requested by L. E. George in a letter dated July 1, 1969 to Miss Janet Banks, who made the complaint about pedestrian crossings in the area.

The attached sketch map shows the general physical conditions of the investigated section. There is a crest vertical curve which restricts sight distance to 350 feet for the school pedestrian signal crosswalk and to 300 feet for the Middlecrest Road crosswalks. The indicated speed is 25 MPH. The prevailing estimated 85% speed is 35 MPH. The 1968 ADT was 15,800 vehicles.

Attached is a summary of a pedestrian count at the three marked crosswalks and at the north side of Church Street from 10:30 a.m. to 2 p.m. on a weekday. The weather was clear and warm. The grocery store was having a give-away treat for the children, which generated an above-normal pedestrian traffic volume. There is a park to the southeast which also generates pedestrian traffic.

The attached collision diagram shows the 18 reported accidents from January 1, 1966 through December 31, 1968. The major type accident was the 10 rear end. There were two pedestrians injured and two bicycle riders injured.

The existing school pedestrian signal is on flashing operation. During July of 1965, the Highway Department corresponded with the City, asking that the signal be operated on a 24-hour basis. Correspondence from the City indicated a concern with overuse of the signal by students after school hours.

The pedestrian and vehicular volumes and the resulting accident record indicates a pedestrian conflict. It is recommended that the City again be confronted concerning the 24-hour operation of the pedestrian signal. The signal is approximately 175 feet away from Middlecrest Road. It is doubtful

that many of these pedestrians would travel this distance, but at least a provision for crossing will be made.

Mr. Earl Bussler, Traffic Technician, Lake Oswego, was contacted concerning this investigation and recommendation. He has not had time to conduct a complete investigation of his own. His preliminary conclusion was that there is no pedestrian problem to warrent additional protective measures. He was favorable to correspondence from us about 24-hour operation of the pedestrian signal.

ORIGINAL SIGNED BY
R. W. FAILMEZGER

R. W. Failmezger
Div. Traffic Engineer

RWF/nal

Encls.

cc: F. E. Crandall
B. P. Huntley

SU-476(4) Esplanade St.-Fort Klamath Rd. '70
Section, of FAS 415 (Klamath Falls-
#7487 Malin Hwy.) (Grad. & pav.)

NA 2035

Project SU-476(4)
Esplanade Street-Ft. Klamath
(Includes Signals, Alameda @ Main)

County Klamath FAS 415

NOTE

ALSO SEE: Proj. SU-476(3), FAS 415
AND Thruway Agree files,
Eastside Bypass (Hwy 50)
K. Falls & Klamath Co.

#7487

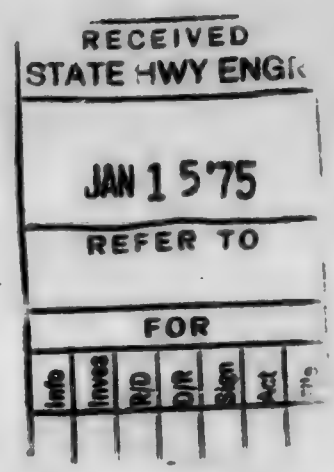
OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 14, 1975



Senator Fred Heard
Senate Majority Leader
311 Capitol Building
Salem, Oregon 97310

Dear Fred,

The following is in answer to your letter of October 9 on behalf of Mrs. Kathy McDonald relative to the Old Fort Road in Klamath Falls. I would like to tell you that it took four months to investigate this matter, but the plain fact is that your letter and accompanying material got buried under a stack of papers on my desk and it only recently came to light. I apologize.

Mrs. McDonald ask for reopening the Old Fort Road (into Alameda-the East Side by-pass) citing in her letter to you, several reasons why it should be reopened or why in her opinion "it should never have been closed....". Each of the points that she makes in her letter were quite thoroughly discussed, I believe, at either or both of the two public meetings held by the Klamath County Board of Commissioners in January and July, 1971.

James Putnam, at that time our Regional Engineer, and H.S. Cox then our County-City Engineer, each of whom attended and took part in the discussions at both meetings are gone, Mr. Putnam having passed away just over a year ago and Mr. Cox is now retired. However, I have read the voluminous minutes of nearly a hundred pages and do not find that either Mr. Putnam or Mr. Cox promised anything other than "that the county proposal (to connect the Old Fort Road, and also Hillsdale and Herbert Streets, as well as Main, to Alameda) would be taken back to Salem for review". This was done, and County Commission Chairman Pyle was promptly advised by Mr. Klaboe that we could not approve such a plan for reasons set forth in the attached copy of Mr. Klaboe's reply.

I have discussed Mrs. McDonald's letter with Traffic Engineer L.E. George, who is thoroughly familiar with this matter and he reiterates the position that our engineers have consistently taken, as stated in Mr. Klaboe's 1971 letter, that to reconnect Old Fort Road to Alameda would create an extremely unsafe condition.

NOTED
F. B. KLABOE

I am sorry that we cannot accommodate Mrs. McDonald's request, but it would definitely not be in the public interest to do so. Again I apologize for my tardy reply. Your file is also being returned.

My congratulations on your being elected to the position of Majority Leader. Will again look forward to working with you. Best regards to you and Adair.

Sincerely,

Ralph Sipprell

Ralph Sipprell
Liaison Engineer

RS:bgl

bcc: F. B. Klaboe ✓
A. E. Johnson
R. L. Schroeder
L. E. George
Don Harwell
Carl Williams
John Gunter
Gary Sund

HOME ADDRESS
FRED W. HEARD
P.O. Box 537
KLAMATH FALLS, OREGON 97601

KLAMATH, DESCHUTES
COUNTIES

10/15

COMMITTEES
VICE CHAIRMAN:
HUMAN RESOURCES
MEMBER:
WAYS AND MEANS
AGRICULTURE AND
NATURAL RESOURCES
PROFESSIONAL
RESPONSIBILITIES

OREGON STATE SENATE
SALEM, OREGON
97310

RECEIVED
OCT 17 1974
OFFICE OF
LIAISON ENGINEER

October 9, 1974

Mr. Ralph Sipprell
Highway Building
Salem, Oregon 97310

Dear Ralph:

I am enclosing a letter from Mrs. Kathy McDonald and testimony concerning the Old Fort Road in Klamath Falls. Would you please look into this matter and see if we can do something. Apparently there was an understanding with the people that more would be done.

In any event, thank you for anything that you can do.

Warm personal regards.

Very truly yours,

Fred-

Senator Fred W. Heard

Alw. would you please send the copies back to me when you finish.

F.

Kathy McDonald — 1515 Old Oak Road, Arcata, California 95521 — Sept 15, 1974

Dear Sen. Hearst,

Since our conversation of Sept 10-74, I have been trying to separate the arguments, testimony at the hearings and the Red Tape and have been unable to do so with out being arrogant & taking it out of context. You will find enclosed all of the pertinent records of both hearings arranged by the County Comm. as well as arguments signed by the Klam Co Commissioners & the City Council & State Highway Comm. as well as published stories by the H. & N. I hope I don't burden you's time - but I feel you are better qualified to determine what you prefer to use in your decision.

kathy mcdonald

with the Highway Dept!

We would like ours (Red Fort Rd opened because:

1. It's still a hazard to come up Laguna or Hillside -

2. It should never have been closed for the benefit of one person.

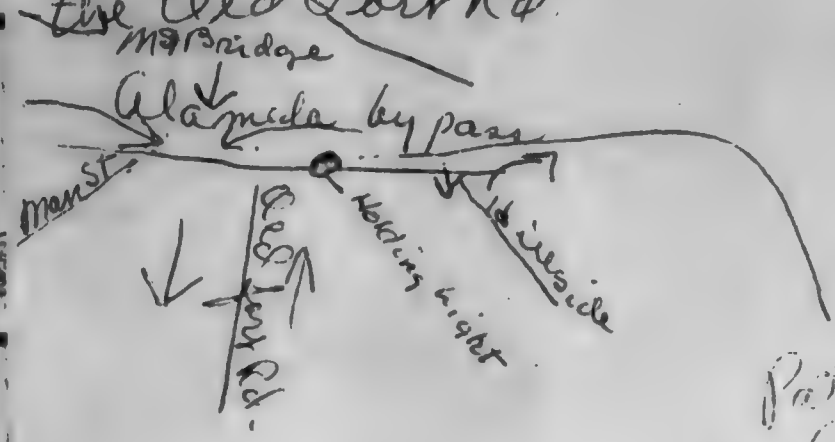
3. And we believe that undue political pressure was used to accomplish this end.

4 - Red Fort Rd is still a main through rd to Highway 97 by way of Algoma -

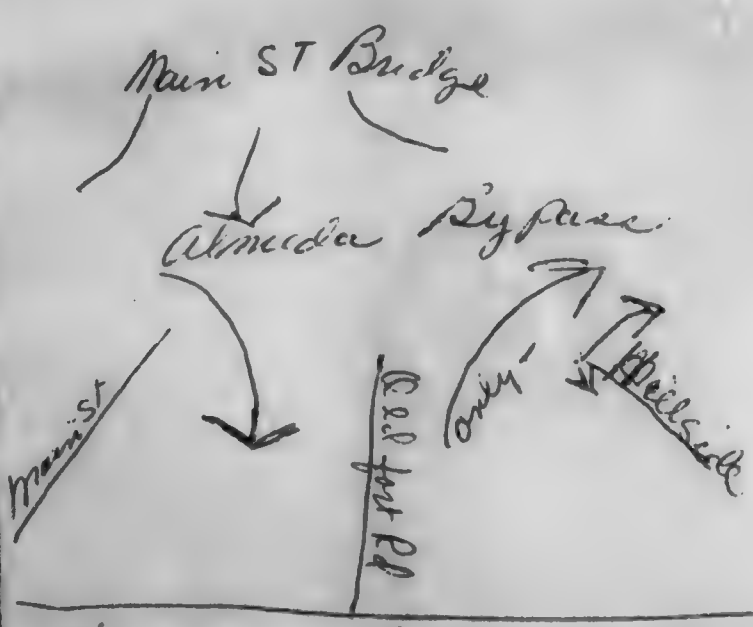
5 - The Main St ~~end~~ ~~of~~ the Alameda by pass, comes to a dead end at Pondarosa School

kathy mcdonald
1515 old fort road :: klamath falls, oregon 97601

Our proposed routes are as follows, for the opening of the Old Fort Rd.



Patterned after the O.S.U. Intersection



Thank you for your consideration & help

Sincerely,

Mrs Kathy McDonald

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-65)
SP*83423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
Klamath County
Board of Commissioners
Courthouse
Klamath Falls, Oregon 97601

Attention of Mr. Lyle Smith
Director of Public Works

Request No. (assigned by staff engineer or head of division) cc 1361

Date June 13, 1973

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: Esplanade Street-Fort Klamath Road Section
FAS 415

Covered by agreement dated April 22, 1969.

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		County advance deposit	97,500.00	
		Amount Previously transferred	77,500.00	
				$20,000.00
		County share of construction costs	85,959.12	
		Amount previously transferred	77,500.00	
				8,459.12
		To Be Refunded To County		$11,540.88

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $97,500.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $77,500.00

Give the number of the last previous request in connection with this same service. cc 1235

Credit distribution:
510-1010-297

Submitted by:
Harold Reynoldson

Approved:

Division Engineer

Approved:

Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

SISTER CITY
ROTORUA, NEW ZEALAND

CITY OF KLAMATH FALLS, OREGON

226 SO. FIFTH STREET TELEPHONE 884-5161
AREA CODE 503 ZIP CODE 97601

SEAL

CITY OF KLAMATH FALLS OREGON
CORPORATE
MAY 16, 1905

	ADE	ADE	DOD	DOE

JAN 26 1972

January 19, 1972

Mr. E. J. Dunn
Resident Engineer
405 State Highway Building
Salem, Oregon 97310

Re: East Side Bypass Construction Acceptance

Dear Mr. Dunn:

Reference is made to your letter dated December 30, 1971, requesting acceptance of the project by the City of Klamath Falls. This matter was discussed by the Council on January 17th and they indicated that they did accept the project subject to completion of landscaping and irrigation work adjacent to the canal and on those intersecting City streets which were disturbed by the construction activity.

Sincerely,

Roger H. Tutty, P.E.
Director of Public Works

RHT:mb

RECEIVED
AUG 3 - 1971
FOR FILING
SU-476(4)
7487

August 2, 1971

4284

The Honorable Robert Pyle, Chairman
Board of County Commissioners
Klamath County
County Courthouse
Klamath Falls, Oregon 97601

Dear Mr. Pyle:

Recently, representatives from our County-City and Regional Offices attended a meeting with the Klamath County Board of Commissioners involving traffic matters in the area of Old Fort Road and Alameda Avenue. Our Traffic Section has analyzed the plan proposed by the County.

A direct connection of Old Fort Road into Alameda Avenue in the vicinity of the Main Street crossing is completely undesirable. Because of the close proximity of the multiple intersections, the turning movements involved and the operation of the traffic signal, an extremely unsafe and hazardous traffic operation would result. I could not recommend this proposal.

The previously proposed mid-block connection utilizing relocated Laguna Street into Main Street would provide a proper connection that would result in safe and efficient traffic operation at the Alameda intersection. This proposed plan is by far the most desirable. It should be mentioned, however, that the State has no financial interest in the cost of this connection.

It is our further understanding that the City of Klamath Falls is on record for closing this street (Old Fort Road) and does not wish to reopen any further discussion on this matter.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
H. S. Cox
L. E. George
J. F. Putnam

LEG:mb srb

J. B. Klaboe

JUL 28 71

TRA F C ENGINEER

RECEIVED
JUL 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

MEMO TO THE FILES
July 23, 1971
Re: Old Fort Road Connection
to Alameda Avenue
City of Klamath Falls

Monday, July 19 at 1:30 p.m., Jim Putnam and the writer officially met with the Klamath County Board of Commissioners to hear their complaint regarding the opening of Old Fort Road into Alameda Avenue in the vicinity of the Main Street Crossing. Other State personnel present were: D. N. Harwell, R. C. Poole, J. L. Gunter, and E. J. Dunn.

We were originally led to believe that this would be a meeting between State, County, and City to discuss the question at hand, but upon entering the courtroom it was immediately apparent that the same group of dissenters were on hand as had been at our last meeting held January 28, 1971.

Mr. Dave Hoerning presented a scheme for opening of Old Fort Road, essentially the same as Enver Bozgoz had presented, and which was rejected some months previously. Mr. Putnam then took the floor and made some statements regarding the inadvisability of accepting such a plan due to necessary traffic movements, and reminding those present that latest traffic counts show 13,500 traffic movements at Main and Alameda.

At this time, Chairman Pyle recognized several local citizens. Statements were made regarding the necessity of opening Old Fort Road into Alameda, and several letters were read into the record. Mr. Forrest Cooper (attorney retained by Klamath County) made a rather lengthy statement on the subject.

About this time, in response to a question, I reviewed a little of the history of not only this project, but also the Main Street Bridge project, and brought out the fact that Old Fort Road, in the area under discussion, is not under the jurisdiction of the County, but is in fact a City street. This was disputed by Chairman Pyle, although there is on file Resolution #868, passed by the City of Klamath Falls and effective February 17, 1958, transferring all County roads within Klamath Falls city limits, to said City. (Copy of Resolution #868 is attached.)

The entire meeting was taped as well as recorded by a stenographer, and I have requested a copy of the minutes so that all discussion may go into our records.

Also attached to this memo is a copy of a letter from Mr. Lawrence C. Casey, City Manager, addressed to the Klamath County Board of Commissioners. This letter needs no explanation. The only comment I would like to make is that Mr. Hoerning presented a realignment plan of Old Fort Road into Main Street to Mr. Tutty (City Engineer) July 19, 1971. I have seen this realignment plan and think it excellent. Mr. Harwell and I discussed this plan with Mr. Casey July 20, 1971 and suggested that City and County get together and work this out as a cooperative venture.

I take this opportunity to suggest that the State insist that the present contract be completed without further modification and that any realignment or street opening or any change whatsoever, be done subsequent to the present project so that cost of such changes may be easily ascertained and thereby be borne by either City or County.

A copy of the traffic pattern presented by Mr. Hoerning is attached to this memo. This plan, is of course, to be studied by the Division and a response made to the County.

H. S. Cox
County and City Engineer

HSC:ljt
7/23/71
Att.

cc: Tom Edwards
W. B. Klaboe
A. E. Johnson
J. F. Putnam

RESOLUTION NO. 868

A RESOLUTION ACCEPTING THE OFFER OF KLAMATH COUNTY, OREGON TO TRANSFER JURISDICTION TO CITY OF KLAMATH FALLS, OREGON, THAT PORTION OF ALL COUNTY ROADS WITHIN THE CORPORATE BOUNDS OF SAID CITY.

WHEREAS, The City of Klamath Falls, Oregon, has by resolution, heretofore adopted, requested Klamath County, Oregon, to transfer to said City, jurisdiction over that portion of all County Roads in said City, and has received from Klamath County, an order of its Court dated February 14, 1958, offering to transfer jurisdiction of such portion of County Roads, to said City:

THEREFORE, BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF KLAMATH FALLS, OREGON, DULY ASSEMBLED IN REGULAR SESSION AS FOLLOWS:

Section I.

That the offer of Klamath County, Oregon, to transfer to the City of Klamath Falls, Oregon, jurisdiction of that portion of all County Roads within the corporate bounds of said City, be and it is hereby accepted; and that jurisdiction of Klamath County, Oregon, over said portion of County Roads does cease and determine as of the date of this resolution.

Section II.

That, the Police Judge of Klamath Falls, Oregon, be and he is hereby directed to forthwith, deliver to Klamath County, Oregon, a certified copy of this resolution..

Passed by the Common Council of the City of Klamath Falls, Oregon, this 17th. day of February, 1958.

Presented to the Mayor and by him approved and signed this 18th day of February, 1958.

s/ LAWRENCE E. SLATER, Mayor

ATTEST: s/ FRANK A. BLACKMER, Police

RESOLUTION NO. 869

A RESOLUTION FINDING IT EXPEDIENT AND

Minutes 4-4-60

Mr. Barnes made a motion, seconded by Mr. Hoyt and carried that the reports be accepted which included Building Dept.'s report on replies received from various cities re hot water regulations. REPORTS ACCEPTED

Mr. Spiker suggested that a 20,000 lumen light be installed at Link River Bridge. Mr. Hoyt stated that COPCO is waiting for materials to install the 20,000 lumen vapor light at West Side Bypass and suggested waiting until that is done to see what further illumination will be necessary. STREET LIGHT LINK RIVER BRIDGE

Mr. Vergeer reported that Alandale Street extended to Eberlein is not a dedicated street but a county road and that application had been submitted to the County Court to dedicate it to the City for street purposes. Council consequently recalled a resolution adopted prior to Mr. Vergeer's appointment as City Manager whereby action was taken by the County Court dedicating all county roads within the corporate limits of the City of Klamath Falls to the City for street purposes. The City Manager stated that he doubted if it had been recorded with the County Assessor because it did not appear to be on the maps. Council requested Mr. Vergeer to check this and report next week. REPORT-ALANDALE STREET

There being no further business to bring the Council at this time, Mr. Barnes made a motion to adjourn the meeting at 8:34 p.m. ADJOURNMENT

Laura Keller
City Recorder

Walter H. Ellis
Mayor Pro Tem

M I N U T E S

BOARD OF COUNTY COMMISSIONERS
In and For the County of Klamath, State of Oregon

July 12, 1971
10:30 a. m.

The Board of County Commissioners sitting in regular session for the July, 1971 term took the following action with the following persons present:

R. A. Pyle, Chairman of the Board
M. E. Holland, County Commissioner
Lloyd Gift, County Commissioner
Virginia Richey, Secretary & Clerk

COMMISSIONER HOLLAND: Whereas we have previously requested Mr. Cy Cox of the Oregon State Highway Commission to meet with us Monday, July 19, 1971, for the purpose of discussing ways and means of improving a direct connection between Old Fort Road and the new By-pass, it is hereby agreed that it is the consensus of the Board of Commissioners that at that time and place the State Highway Commission be requested to survey at the expense of Klamath County ways and means of connecting said two arteries for direct vehicle traffic, said survey to indicate the real property to be acquired at county expense in order to effect such a connection and blending of traffic, and I would put this is the form of a motion.

COMMISSIONER GIFT: I second the motion.

All were in favor, and the motion carried.

COMMISSIONER GIFT: Whereas we have reason to believe that the public

interest requires that Old Fort Road, a county road, be kept open and maintained and that it be connected at the north end with a modern connection with U.S. 97 as well as at the south end with the new so-called By-pass; and whereas it is necessary that the County possess information tending to show its title or color of title to the real property currently traversed by said county road for a distance of one quarter of a mile at each end and extend to said state highways; it is therefore moved that Transamerica Title Insurance Company, Inc., be, and that it is hereby authorized to prepare such a real property title status report for use and guidance.

COMMISSIONER HOLLAND: Second.

All were in favor and the motion was carried. Whereupon the Commissioner continued with other day-to-day business of the July term.

July 6, 1971

Board of Commissioners
County of Klamath
Court House
Klamath Falls, Oregon 97601

Gentlemen:

The Klamath Falls City Council, at its regular study session of July 6, 1971, considered your request to hold a meeting on July 19, 1971, concerning Old Fort Road and the Eastside Bypass.

It was the Council's feeling that this matter has been resolved and that there is no need to re-open discussion on this matter. The Council did indicate, however, that it would be more than glad to discuss the possible realignment of Old Fort Road in accordance with plans worked out by your engineer, Mr. Dave Hoerning, and the City Engineer, Mr. Tutty. These plans provided for Old Fort Road to be realigned down the alley between Laguna Street and the existing Old Fort Road.

If you wish to explore this possible realignment any further, please let me know and I will gladly relay your wishes to the City Council.

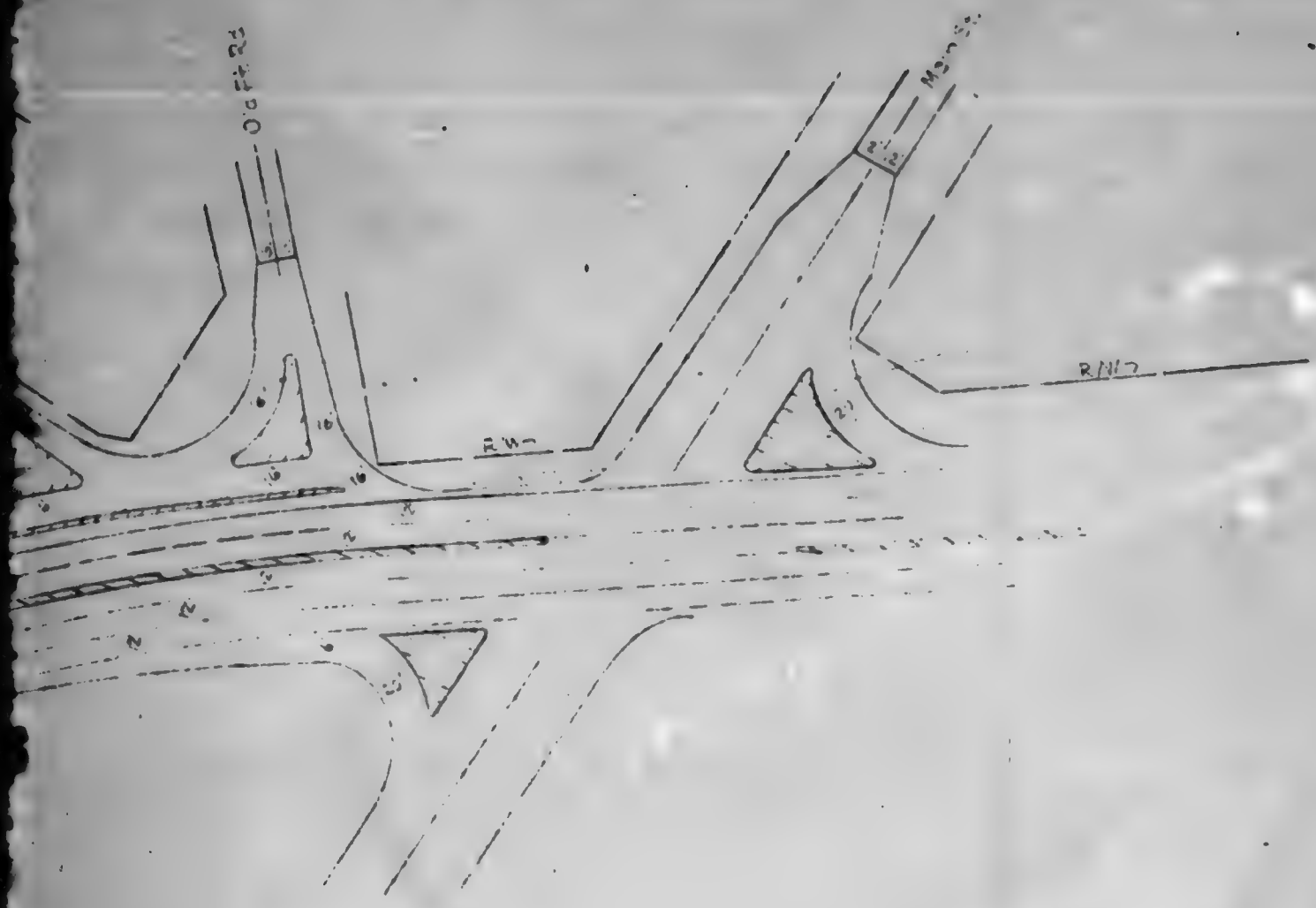
Sincerely yours,

Lawrence C. Casey

Lawrence C. Casey
City Manager

LCC:par

Herbert St.
Off St.
RW



Klamath Falls
EAST SIDE BY-PASS
SCALE: 1"=50'

7-19-71 - This map handed to H.S. Co this date as a plan of Klamath County Please note that Old Fort Road connection in proximity to Main St. & Hillside Dr. will create hazard & further that this is a Klamath Falls-City matter not Klamath County. Don W.

Rg K Falls Okay agree 5-4-71

BOARD OF COUNTY COMMISSIONERS

KLAMATH COUNTY OREGON

COUNTY COURTHOUSE · KLAMATH FALLS, OREGON

June 30, 1971

Mr. H. S. Cox
County, City Division Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Cox:

Our Legal Counsel, Mr. Forrest Cooper, has advised us of his telephone conversation on this date with your assistant Mr. Donald N. Harwell relative to some unanswered questions about the proposed construction at the intersection of the Old Fort Road with the Eastside Bypass.

These two gentlemen discussed the possibility of a joint meeting with you, Klamath Falls city officials and our board. Mr. Harwell indicated that either you or he would be able to come to Klamath Falls on July 19 and that 1:30 p.m. would fit into your schedule. This date and time would be fine with us.

Our hearing room here at the courthouse will be reserved for the meeting, and we will notify the Mayor and Councilmen.

Sincerely yours,

BOARD OF COUNTY COMMISSIONERS

R. A. Pyle
Chairman of the Board

M. E. Holland
County Commissioner

RECEIVED
COUNTY & CITY SECTION
JUL - 1 1971
ENGR. C.O.R. LAE UE
UPE CE RE RPE

vr

Enclosure - 1

7-1-71 ★ Copies Kloboe
Johnson
Morgan
Putnam - per our conversation, would you please attend?
Don H.

★ 7-1-71 NOTE: F. Cooper has been retained by Klam. Co. as Legal Counsel to handle affairs - he advises they have not been informed (this is erroneous) we propose to meet with them as requested & maintain the Old Fort Rd. closure Don H.

June 30, 1971

Mr. Lawrence C. Casey
Klamath Falls City Manager
Klamath Falls City Hall
Klamath Falls, Oregon 97601

COPY

Dear Mr. Casey:

The Board of County Commissioners has requested that Mr. H. S. Cox of the State Highway Department come to Klamath Falls to meet with the Board of Commissioners, Mayor and City Councilman because of the desire of the Commissioners to make a direct connection of the Eastside Bypass and the Old Fort Road.

Mr. Cox will be here on July 19, 1971, at 1:30 p.m., at our hearing room and we wish to have city officials, you and your staff present.

Sincerely yours,

BOARD OF COMMISSIONERS

ORIGINAL SIGNED BY
R. A. PYLE

Chairman of the Board

ORIGINAL SIGNED BY
M. E. HOLLAND

Commissioner

Certified Mail
vr

RECEIVED
COUNTY & CITY SECTION
JUL - 1 1971
☐ ENGR. ☑ GEOR. ☐ GE ☐ RE ☐ GE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Main St. Bridge. (Recap 1962 - 4/8/71)

12-19-62 — Kyle to Graham. Asks br. to be aligned to Main St.
7-25-66 — Klaboe to Kyle. Alignment with Main St.
3-16-67 — Kurth to Reynoldson — Co. agrees to Main St Br Alignment.
3-30-67 — Cox to Klaboe — Main St Br okd by BPR.
9-22-67 — Kurth to Cox — Application for Main St Br. (FAS-C)
10-9-67 — Kurth to Reynoldson — Amended application for main St Br from 48' to 60'
7-23-69 — Litchfield to Kurth — Vicinity map of Main St Br to Co.
8-5-69 — Reynoldsen to Co. Com. Bridge plans.
9-29-69 — " to " " Tri-party Agreement to Co & City.
12-8-69 — Query to City + Co. Revised " " " to City & County.
11-17-69 — Reynoldsen to Co. Com. Notification of bids for Main St Br.

Esplanade - Main St Section.

1-31-69 — Cox to Kessler — Re estimates for Esplanade - Main St Section & etc.
3-3-69 — Co. Com. to Cox — Application for Esplanade - Main St Sec.
1-14-70 — Casey to Cox — Re traffic Control at Main St. (No access for Old Fort Rd & Hillside)
5-14-70 — Reynoldson to Hoerning. Re: Sewer, Laguna St widening & abandonment of Old Fort Rd.
5-20-70 Todd to Cox Reply to 5-14-70
6-12-70 Hoerning to Todd. Re: Herbert St Cul-de-sac, Size, & Closure.
8-6-70 Cox to Casey. Suggesting Co + City get together on plan.
8-14-70 Putnam Memo. (Old Fort Rd. abandonment of)
10-13-70 Reynoldson to Hoerning. Notification of Bids. (Esp. — Main St)
3-26-70 Meritt Memo. Explanation of Reject. Closures & Etc.

(2) 7-9-70 Holmes to Query — Signed Sup. Ag. for State aid in R/W purchase. (Ex. 8-18)

(1) 7-2-70 Holmes to Todd. State-City Agreement (approved 8-18-70) (Esplanade-main St) C.C. to Hoerning.
11-1-70 Copy of Council meeting of 10-19-70. (See Items in Red)
10-19-70 Putnam to Hall. Re: Opening of Old Fort Rd + Hillside (Boggs.)
10-30-70 Reynoldson to Hoerny. Notification of Award of Contract (Esplanade - Old Fort Rd)
11-16-70 Cox to Cox. Re: Opening Hillside.
11-25-70 Cox to Hoerning. Re: Opening of Hillside & attndg ground rules.
11-27-70 Cox to Klamath Co. Open Hillside, Keep Fort Rd closed.
11-30-70 Co. Com to Cox. Hillside O.K. No additional meetings.

Explanation - No. 4 Section

12-16-70	Petition to Widen. Re. Design of Hall's Crossing & Ft Rd Cut. Hearing.
1-7-71	Comm to Petitioners. Setting public meeting to discuss old Ft Rd.
2-1-71	Comm to Cor. Re Sup. Agreement for McClaide.
3-1-71	Comm to Cor Re " " for Opening Herbert St
3-3-71	Cor to Comm Re Herbert St opening (Klahal Imagineer OK)
3-5-71	Comm to Cor Council make Herbert St one way.
4-9-71	Cor to Comm. Sup. Agreement to City (Herbert & McClaide Streets).

RECEIVED
JAN 14 1972
FOR FILING

SU-476(4)
7487

January 13, 1972

Seaboard Surety Company
315 Montgomery Street
San Francisco, California 94104

Gentlemen:

On December 31, 1971, we wrote to you concerning release of final payment on Contract No. 7487 awarded to Asphalt Paving Company for work on the Keylamole Klamath-Fort Klamath Road Section of the Klamath Falls-Malin Highway (FAS 415) in Klamath County.

Final payment on this contract is $1,893.72 and the total contract amount is $366,377.28 including $3,662.86 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dw

cc Asphalt Paving Company
300 Spring Street
Klamath Falls, Oregon 97601

Seaboard Surety Company
100 William Street
New York, New York

bc Frank Morgan
Walt Hart
V. E. Zhong
Attn: John Herr
J. F. Putnam

RECEIVED
JAN 3 - 1972
FOR FILING

SCL-4:16(4)
7487

December 30, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed October 26, 1971 on Contract No. 7487. The contract was with Asphalt Paving Co. and was for grading and paving on the Keplamada St.-Fort Klamath Road Section of the Klamath Falls-Malin (FAS 415) Highway in Klamath County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 29, 1971, and that you concur in this procedure at the Commission meeting on January 11, 1972.

It is assumed that if you have no objections to this action and you do not advise us to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
G. L. Sund
F. D. Morgan
I. D. Marchant
V. E. Skoog
H. S. Cox
J. F. Putnam

VG:jm

SU-476(4)
7487

FORM E 1 (REV 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Esplanade Street-Fort Klamath Road		WEEK ENDING: December 4, 1971
		SECTION PREFIX: 518-1018
HIGHWAY: Klamath Falls-Malin(FAS415)		COUNTY: Klamath
NAME OF JOB: Esplanade St.-Fort Klamath Road	KIND OF WORK: Grading and Paving	
CONTRACTOR: Asphalt Paving Co.	CONTRACT NUMBER: 7487	FEDERAL AID PROJECT NUMBER: SU-476(4)
DATE OF CONTRACT: October 29, 1970	DATE WORK STARTED: November 9, 1970	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN — SUPERVISION —	SPECIFIED WORK DAYS: Work 248 ~~220~~ SPECIFIED CALENDAR DAYS	WORK DAYS USED: Work CALENDAR DAYS USED: 256
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 103
PROJECT AUTHORIZATION: $487,301.46		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99
EXCLUSIVE OF ENGINEERING: $448,660.82	ENGINEERING AUTHORIZATION: $38,640.64	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $432,357.60	ENGINEERING COST TO DATE: $59,860.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION incl. Eng.: 85
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN Incl. Engr.: 11.3 %	PERCENT OF AUTHORIZATION: 155 %	DATE PROJECT WAS COMPLETED: October 26, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

	CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD	Misc. Conc. Fence-M. Barrier Items	& Seeding
	100	100	100	100	100	100 Bit.-Base	100	100
			GRADING		SURFACING	MAINTENANCE	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT			0.61		0.61	0.61	0.61	0.61
MILES PARTIALLY COMPLETED								
MILES COMPLETED			"		"	"	"	"
TOTAL ESTIMATED QUANTITIES (CONTRACT)			16,000 CY		33750SY-380T	17680T-970T	4T	8450T-550T
TOTAL QUANTITIES CORRECTED TO DATE			14,592 CY		33498SY-316T	12753T-706T	13T	7515T-487T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			"		" "	" "	"	" "
AVERAGE DAILY QUANTITIES								
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME								
NUMBER OF SHIFTS PER DAY								
HOURS PER SHIFT								

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.							
PERCENT							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	Calendar Workdays CAUSE OF DELAY
SUNDAY	Cloudy-Snow			
MONDAY	Cloudy-Rain-Snow			
TUESDAY	Clear-Cool			
WEDNESDAY	Overcast-Cool			
THURSDAY	Snow Showers-Cool			
FRIDAY	Snow			
SATURDAY	Snow			

RECEIVED
DEC 1971
CONSTRUCTION
Division

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	Semi-final estimate submitted to Region Office
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This is the last weekly report for this project.

cc: Const (3)
Div. (1)
File (1)

SIGNED: [signature] LOCATION: Klamath Falls

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

BP*F216

RECEIVED
OCT 11 1971
FOR FILING

SU-476(4)

7487

#10

September 10, 1971

Asphalt Paving Company
350 Spring Street
Klamath Falls, Oregon 97601

Gentlemen:

The State Highway Commission at its meeting on September 8, 1971, considered your second request for a 39-day extension of time on Contract No. 7487 for work on the Esplanade Street-Fort Klamath Road Section of FAS 415 in Klamath County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission granted you an extension of 28 days to October 15, 1971, without assessment of liquidated damages.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc F. D. Morgan
V. E. Skoog
J. F. Putnam
E. J. Dunn

fkn:kl:dr

RECEIVED
SEP 2 - 1971
FOR FILING

SU-476(2)
1471

September 1, 1971

Oregon State Highway Commission

Request for Extension of Time
No. 10
September 8, 1971 meeting

Gentlemen:

Asphalt Paving Company, contractor on the Esplanade Street-Fort Klamath Road grading and paving project in Klamath County, Contract No. 7487, has made a second request for extension of time. The contractor cites some additional reasons which have become apparent since the first request was prepared. The first request was based on design changes at three street connections and was declined at your July 27 meeting. The contractor now requests a 39-day extension on five reasons including the one in the first request.

The significant new request is the interference from the City's separate reconstruction work in the trench over their new sanitary sewer which runs through most of the length of the project. Due to settlement in their trench, the City had a different contractor come in and reconstruct the top zone of the trench. This work conflicted with our contractor's progress. An extension of 24 days is justified on this reason. Redesigned drainage work at the Herbert Street intersection justifies an additional four days extension. The other reasons are not believed valid for extension. The work at two other street intersections was minor in its effect on the job progress and the water utility work was apparently concurrent with the city sewer reconstruction for which additional time is being recommended.

I recommend a 28-day extension. This will extend the completion time to October 15, 1971. With the present rate of production, it is entirely possible that the project will be completed by then.

This matter will be on the agenda for your consideration at the September 8 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
V. E. Skoog
L. H. Young

JAR:fw fm

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7487 Contractor Asphalt Paving Co.

Highway Klamath Falls-Malin (F.A.S. 415)

Section Esplanade Street-Fort Klamath Road

Kind of Work Grading & Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 28 days extension for interference by City of Klamath Falls sewer trench work and by delay in re-designed drainage at Herbert Street.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	7487
Project designation	Federal SU-476(4)
	State Federal
Date awarded	10/29/70
Work started	11/9/70
Per cent completed	44 8-16-71
	Date
No. of Calendar Workdays Allowed	220
No. of Calendar Workdays Used	188
No. of Calendar Added Workdays Requested	39

B-330 (Rev.)—5M—8-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date August 11, 1971

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 220 days to 239 days, within which to complete our Contract No. 7487, without the assessment of liquidated damages. The said contract is described as follows:

Grading & Paving, Esplanade St.-Fort Klamath Section

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

SEE LETTER ATTACHED

Respectfully submitted,

Asphalt Paving Co.
Contractor

By Lowell R. Byrnes
Manager

CONSENT OF SURETY

Date August 16, 1971

We, Seaboard Surety Company

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Victor S. Risley
Victor S. Risley Attorney-in-fact

(SEAL)

Resident Agent

FORM E-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

August 30, 1971

SUBJECT: Request for Time Extension
Esplanade St.-Fort Klamath Road
Contract No. 7487

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

Asphalt Paving Company has made a second request for time extension on this project and cites some additional reasons which have become apparent since the first request was prepared (the first request was based on design changes at three street connections and was declined at the July 27 Commission meeting). The contractor now requests 39 days on five reasons including the one in the first request.

The significant new reason is the interference from the City's separate reconstruction work in the trench over their new sanitary sewer which runs through most of the length of the subject project. Due to settlement in their trench, the City had a different contractor come in and reconstruct the top zone of their trench when excessive settlement became apparent. This re-working involved removing the surface and re-compacting and treating the top zone with lime. This work was done in late July and during the first half of August. This conflicted with our contractor's progress and was so noted by our Resident Engineer while it occurred. The Resident and Region recommend 24 days extension on this reason and we concur.

They also recommend 4 days extension for delay in re-designed drainage work at the Herbert Street intersection. The changes at two other intersections are still believed to be minor and were a part of the first request for extension which was turned down.

The Resident and Region also recommend 2 days extension on the last reason which was alleged delay from a late decision on adjusting Oregon Water Corporation utility lines. This also occurred in early August and the time is apparently duplicated in the 24 days recommended for the City sewer conflict so we do not concur in recommending any time on this reason.

NOTED
A. E. JOHNSON

SP 52475-734

The two items on which we recommend extension amount to 28 days. The time allowed on the project will expire September 17, 1971, so a 28-day extension would run to October 15, 1971. With the present better rate of progress, it is entirely possible that the project will be completed by then.

This is a Secondary Federal-aid project and specific Federal Highway Administration concurrence is not required. A rough draft letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

JAB:fw
Enc.
cc V. L. Gallagher

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701
August 24, 1971

SUBJECT: Esplanade St.-Fort Klamath Rd.
Contract No. 7487
Klamath County
Time Extension

To: Mr. F. D. Morgan
Construction Engineer
Salem, Oregon

Herewith second request from contractor on subject project along with copy of letter of transmittal from Resident Engineer Dunn for an extension of time amounting to 39 calendar work days.

The contractors request is based on the change of design of the Old Fort Road and Herbert Street, an additional catch basin at Pacific Terrace, conflict with the City of Klamath Falls sewer contractor, and conflict with Oregon Water Corporations adjustment to their facilities.

Taking the items as the contractor has listed them, the following is my determination and recommendation:

1. The change of design of Old Fort Road did not actually deter the contractors operation as he was working elsewhere.

2. The contractor had very nearly completed all of his drainage work and was necessary for us to hold him off from the installation of drainage items at Herbert Street until such time as we were advised of the final decision for opening this street. Resident Engineer Dunn advised that a four day delay occurred because of this lack of decision.

3. The request for three days for one additional catch basin is completely unrealistic. The installation was made in conjunction with other work and no delay occurred.

4. The City of Klamath Falls installed a sewer throughout the length of the project prior to the letting date. At the time of installation we made every effort to have the City properly compact the trench but were unsuccessful. Shortly after the award of the contract these trenches settled to the point where they became a traffic hazard and it was necessary for the city to patch the pavement cuts. We found large cavities underneath the patching materials and asked the city to return and do a proper job of compaction. This work prevented the contractor from doing his grading work on Stage 2 and the 24 days are the number of days that he was delayed.

5. The Oregon Water Corporation did delay work for two days while completing their adjustment.

concurrent with #4?

The number of days as set forth above amounts to 30 and I recommend that these be granted to the contractor.

2 calendar days?

J. F. Putnam
Regional Engineer

JFP:dn

Enclosure

cc: E. J. Dunn

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Klamath Falls, Oregon
August 16, 1971

DIVISION IV
AUG 17 1971

SUBJECT: Esplanade St.-Fort Klamath Rd.
Contract No. 7487
Klamath County
TIME EXTENSION

To: Mr. J. F. Putnam
Regional Engineer
Bend, Oregon

The contractor has requested a 39 calendar workday extension for the project.

Form E-320, Contractors Request for Increase in Number of Workdays, is attached. Also the contractor has attached correspondence pertaining to the delivery of lime but this does not have any bearing on the time extension.

The contractor has broken the request down into five parts, as defined in the attached letter, and will be narrated in this same manner below.

1. The contractor has asked for 3-additional days due to the design change at Old Fort Road. The design change did delay work on Old Fort Road but due to the small amount of work involved in relation to the contract I recommend these 3-days be denied.

2. Herbert Street design delay. This intersection was also redesigned of which the contractor is requesting 7-additional days. This intersection is also a small percentage of the contract but the contractor was delayed installing drainage items of which he should be given some consideration as the drainage did connect into other facilities on the Main Line. The contractor has requested 7-days, which I think is strong. This office feels and recommends 4-days would be ample.

3. Pacific Terrace Intersection. The contractor has requested 3-days for an additional catch basin. This is an unrealistic request for one catch basin and I recommend it be denied.

4. Twenty four days have been requested due to being delayed by the City of Klamath Falls and their contractor Bud Stump in excavating, lime treating and re-compaction of the sanitary sewer trench, which runs the full length of the project on the right side. This request is valid. The cities contractor Bud Stump did have the sewer trench intermittentily tore up between Esplanade and Main Street for a period of 24 days which prevented our contractor from working in this area. This period of time is documented in the project Resident Engineer's Diaries and is valid.

- but when?

5. The two days requested due to the Utility firm Oregon Water Corporation working on adjustment of their facilities is valid. The water corporation was unable to obtain a final decision from their main office on the adjustments of lines until Aug. 6th. Upon receiving this decision they immediately went to work and completed the adjustments taking two days as the contractor has stated. In making these adjustments our contractor was delayed.

A summary of this request is as follows:

4-days be granted for the Herbert Street revision.

24-days be granted for the delay concerning the sanitary sewer trench re-compaction.

2-days be granted for the delay caused by the Oregon Water Corp.

30-days total be granted.

E. J. Dunn
Resident Engineer

ASPHALT PAVING CO. General Contractor

(503) 884-6621
P. O. BOX 547
350 SPRING STREET
KLAMATH FALLS, OREGON 97601

RAY BYRNES
GENE BYRNES
AL SCHRIEBER

August 11, 1971

E. J. Dunn
Resident Engineer
Oregon State Highway Department
2557 Altamont Drive
Klamath Falls, Oregon 97601

Re: Esplanade St.-Fort Klamath Road Klamath Falls-Malin #7487

Gentlemen:

We wish to request a time extension on the above noted contract in the amount of thirty-nine days for the following listed reasons:
1-The Old Fort Road intersection was changed to a cul-de-sac and one catch inlet was added. This caused us a three day delay.
2-The Herbert St. intersection to the new by-pass project was in limbo for several days and we feel that we lost seven days until the final design was determined.
3-At the Pacific Terrace intersection an additional catch basin was authorized and we were delayed three days until the final determination and location of said catch basin was given to us.
4-The City of Klamath Falls through their contractor Bud Stump had to dig up the entire east side of the project from the Main St. intersection to Esplanade St. because of poor compaction originated from Stump's previous sewer pipe project and to perform lime stabilization in his back fill. This caused us a delay of 24 days because we could do no significant work while he was there and could perform only intermittently.
5-The Oregon Water Corporation had to replace a water main in this same general area on August 9 and 10, and we were unable to do any work.
As you will note from the above this caused us a delay of thirty-nine days for which we feel we have a valid request and trust that you will give us your utmost consideration.

ASPHALT PAVING CO. General Contractor

(503) 884-6521
P. O. BOX 547
350 SPRING STREET
KLAMATH FALLS, OREGON 97601

RAY BYRNES
GENE BYRNES
AL SCHRIEBER

E. J. Dunn
Resident Engineer
Oregon State Highway Department

Also we ordered lime for the job to be delivered on August 11 but were informed by our supplier, Ash Grove Lime, that they would be unable to furnish us with this material until August 16. We do not know whether this will constitute a valid reason for additional time but we do want to make you aware of the problems we are having in securing certain materials.

Very truly yours,

ASPHALT PAVING CO.

Ray Ward
Office Manager

RCW/eb

ASH GROVE CEMENT COMPANY

P.O. BOX 03007, ST. JOHNS STATION • PORTLAND, OREGON 97203
PHONE: (503) 286-1677

A. HAROLD SIMMONS
SALES MANAGER

August 10, 1971

9-7

Asphalt Paving Company
350 Spring Street
Klamath Falls, Oregon

Gentlemen:

Per our conversation this date the wet Spring has caused all the stabilization work to hit at the same time. Due to this fact we are unable to meet your requirements this week but will ship two (2) truckloads Monday, August 16th.

We are sincerely sorry for any delay. However as you know, lime is a custom made product and must be fresh to do a good job. This eliminates huge storage possibilities. Thank you for your cooperation and patience, we will attempt to do better as the job progresses.

Yours very truly,

Harold Simmons

AHS:fmc

MEMBER PCA PORTLAND CEMENT ASSOCIATION

RECEIVED
AUG 25 1971
FOR FILING

SU-476(4)
7487

#4

July 28, 1971

Asphalt Paving Co.
350 Spring Street
Klamath Falls, OR 97601

Gentlemen:

The State Highway Commission at its meeting on July 27 considered your request for a 30-day extension of time on Contract No. 7487 for work on Esplanade St.-Fort Klamath Road Section of FAS 415 in Klamath County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission denied your request.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem Office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

ees

bc: F. D. Morgan
V. E. Skoog
J. F. Putman
E. J. Dunn

RECEIVED
JUL 20 1971
FOR FILING

SH-476(4)
7487

July 19, 1971

Oregon State Highway Commission

Request for Extension of Time
No. 4
July 27, 1971 meeting

Gentlemen:

Asphalt Paving Company, Contractor on the Esplanade Street-Fort Klamath Road grading and paving project on the Klamath Falls-Malin Highway in Klamath County, Contract No. 7487, has requested a 30-day extension of the contract time because of plan changes at three street connections within the project. This project was contracted last October with 220 calendar workdays allowed which will expire in mid-September of this year.

The design of several street connections was changed early in the job sequence and the nature of the changes was comparatively minor, mostly related to the placement of curbs and drainage covered by regular unit bid items. There was no apparent delaying effect on the overall project.

I recommend that the request be denied. This is a Federal-aid Secondary project and Federal Highway Administration concurrence is not required.

This matter will be on the agenda for your consideration at the July 27 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
V. E. Skoog
L. H. Young
J. F. Putnam

fn
JAB:fw

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7487 Contractor Asphalt Paving Co.

Highway Klamath Falls-Malin (F.A.S.) 415

Section Esplanade Street-Fort Klamath Road

Kind of Work Grading & Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend request be denied.

Recommended for Approval:

J. F. Whitman
Division Engineer

John L. Bard
by
Construction Engineer or Bridge Engineer

R. E. Johnson
Acting State Highway Engineer

Contract No.	7487
Project designation	Federal SU-476(4) (State-Federal)
Date awarded	October 29, 1970
Work started	November 9, 1970
Per cent completed	15% 4-27-71 (Date)
No. of Workdays Allowed (Calendar)	220
No. of Workdays Used (Calendar)	77
No. of Added Workdays Requested (Calendar)	30

SP*8200-734

B-620 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date April 21, 1971

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 220 days to 250 days, within which to complete our Contract No. 7487, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: A Series of disagreements between the City of Klamath Falls and the Oregon State Highway Dept. regarding the construction of approaches and exits to the new Highway from Hillside Ave., Herbert St. and Old Fort Road. The City of Klamath Falls requested changes in the original Job Plans affecting the above named streets. Due to the proposed changes we were unable to prosecute our work as we had planned thus causing us a delay in our work

Respectfully submitted,
Asphalt Paving Co.
ASPHALT PAVING CO.
Contractor
By Ray Hand Office Mgr.

CONSENT OF SURETY

Date April 23, 1971

We, ~~ST. PAUL FIRE AND MARINE INSURANCE COMPANY~~ USF&G SEABOARD SURETY COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Victor B. Riley
Attorney-in-fact

(SEAL)

Resident Agent

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 14, 1971

SUBJECT: Request for Time Extension
Esplanade Street-Fort Klamath Road Section
Contract No. 7487

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

Asphalt Paving Company has requested a 30-day extension because of plan changes regarding the street connections at three locations within the project. This project was contracted last October with 220 calendar workdays allowed which will expire in mid-September of this year.

The design of several street connections has been in controversy among some of the local jurisdictions. Revised plan sheets affecting three street connections were sent to the field April 9. Actually, the plan revisions were under way in the field March 31. At that time, only 22 percent of the contract time had elapsed and only 21 percent of the contract grading had been performed. In other words, this was relatively early in the job sequence, and furthermore, the nature of the changes was comparatively minor, mostly related to the placement of curbs and drainage covered by regular unit bid items.

The total contract amount is $423,340 and the difference in cost of the revised street connections was not significant compared to the overall contract work. Between March 31 and April 20, the contractor did work on the revised street items. The main grading work resumed April 19 when weather and soil conditions permitted.

It is not apparent that the street plan changes affected the overall job progress. The Regional Engineer recommends that the request for extension be denied and we concur. A rough draft letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By

John A. Bond
Construction Administration Engineer

RECEIVED
JUL 1 3 19
OFFICE OF
STATE HIGHWAY ENGINEER

JAB:fw
Enc.
cc V. L. Gallagher

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701
June 11, 1971

To: F. D. Morgan
Construction Engineer
Salem

SUBJECT: Contractors Request for
Increase in Number of Workdays
Contract No. 7487
Esplanade St.-Fort Klamath Road

Herewith Contractors Request for Increase in Number of Workdays on subject project, with copy of letter of transmittal from Resident Engineer E. J. Dunn.

I have held on to this request since the later part of April, after having asked the contractor to give me some specific details as to how the lack of a firm decision on the construction of the Old Fort Road and Hillside Street affected the work. As the contractor has not given me any further information, I felt that I should submit this request.

My observations on inspection trips during this time, indicated that the contractor was able to work in other areas with no apparent hold ups. The greatest difficulty which he has encountered which has affected his work schedule, has been weather, which is not a reason for requesting an extension of time.

I, therefore, recommend that his request be denied.

J. F. Putnam
Regional Engineer

JFP:pb

Enclosures

cc: E. J. Dunn

Routing

Morgan
Decker
Bond
Walker
Boehme
Johnsen

RECEIVED
JUN 14 1971
CONSTRUCTION
DIVISION

Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
JUL 1 - 1971

FOR FILING

SU-476(H)
7487

HN
5.H.'71

May 6, 1971

City of Klamath Falls
City Hall
Klamath Falls, Oregon 97601

Attention: Mrs. Rosie Keller
City Recorder

MISC. CONTRACTS and AGREEMENTS No. 2554

Gentlemen:

Attached for your records is a fully executed copy of a supplemental throughway agreement concerning the connection of two streets to the Klamath Falls-Malin Highway (East Side Bypass) in your City.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(conf. agree. att.)

RECEIVED
APR 27 1971
FOR FILING

SU-476(4)
7487

April 26, 1971

Oregon State Highway Commission

Gentlemen:

There will be presented for your consideration at the May 4 meeting a supplemental throughway agreement concerning the connection of two streets to the Klamath Falls-Malin Highway (East Side Bypass) in the city of Klamath Falls. Both streets lie within the limits of the Esplanade Street-Fort Klamath Road Section which is presently under construction.

This agreement modifies the terms of the original throughway agreement, dated August 18, 1970, in that Hillside Avenue and Herbert Street will remain open. Herbert Street is restricted to one-way (westbound) traffic only. This project is being constructed as a county Federal-aid secondary highway and the County has agreed to pay any difference in cost occasioned by this change.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Tom Edwards
Deputy State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
A. E. Johnson
Victor D. Wolfe
D. H. Moehring
L. H. Young
F. D. Morgan
Frank Hall
H. S. Cox
J. F. Putnam

MCH:ljt fn

RECEIVED
MAR 4 - 1971

bc: R. L. Porter
Tom Edwards
F. B. Klaboe
A. E. Johnson
Victor Wolfe
F. L. Hall
F. D. Morgan
F. B. Crandall
D. H. Moehring

OREGON STATE HIGHWAY DIVISION

7481

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 3, 1971

Mr. Lawrence C. Casey
City Manager
City Hall
Klamath Falls, Oregon 97601

Dear Mr. Casey:

Reference is made to your letter of March 1 regarding consideration of ingress and egress at Herbert Street intersecting Alameda Avenue.

Please realize the modification as proposed at Hillside Avenue and agreed upon by City, County, and State is one of long standing concern and expense to all, and is contrary to the original agreement of August 18, 1970. To open up a new matter would only seem a further delay in regard to construction of this project.

The Herbert Street intersection would be only approximately 400 feet westerly of the proposed Hillside connection and approximately 350 feet easterly of the Pacific Terrace connection, and, therefore, an additional hazard from a traffic safety standpoint, for left-turn movements, channelization, merging of various intersections, etc.

This matter, as well as various other matters of concern, have been items of much discussion and correspondence among City, County, and State; and Herbert Street, by correspondence of May 29 and June 12, 1970, respectively, the agreements of August 18, 1970, and more recently of February 12, 1971, was mutually agreed to be closed with creation of cul-de-sac.

Please consider the foregoing, keeping in mind traffic safety, existing agreements, etc.; and if acceptable, obtain signatures on the agreement currently in your possession and return them to this office for further processing.

Very truly yours,

R. L. Porter
State Highway Engineer

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

By D. V. Harrold
for H. S. Cox
County and City Engineer

DWH:ljt

cc: Mr. Dave Moerning, Klamath County Engineer
J. F. Putnam

SISTER CITY:
ROTORUA, NEW ZEALAND

CITY OF KLAMATH FALLS, OREGON
226 SO. FIFTH STREET TELEPHONE 884-3161
AREA CODE 503 ZIP CODE 97601

March 1, 1971

RECEIVED
COUNTY & CITY SECTION
MAR 2 - 1971
☐ ENGR. ☑ CSOE ☐ SE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Cox:

I am in receipt of four copies of the proposed supplemental agreement pertaining to the construction of the Esplanade - Fort Klamath Road section of the Eastside Bypass, particularly concerning the vicinity of Hillside Avenue and Fort Klamath Road.

As you know, the City and Klamath County have been studying the feasibility of realigning the existing section of Fort Klamath Road between Laguna and Alameda Streets so that the new alignment will intersect Main Street. It is my understanding that County Engineer Dave Hoerning discussed this with representatives of your department and that this idea seemed acceptable to the Highway Division. At the time Mr. Hoerning discussed this with your representatives, he also indicated that both the County and the City wish to amend the project so that egress would be provided onto Alameda from Herbert Street. Mr. Hoerning told me that this modification seemed to be acceptable to the Highway Division representatives. It is not, however, included in the supplemental agreement referred to above.

I would like to request and suggest that before any more supplemental agreements are consummated that we consider egress from Herbert Street onto Alameda. The reason for this suggestion and request is that both the Board of Klamath County Commissioners and the Klamath Falls City Council feel that

egress should be provided from Herbert Street.

Please let me know if the Herbert Street modification is agreeable to your Division and, if so, I would appreciate it if you would send another supplemental agreement which not only includes the modification for Hillside Avenue and Old Fort Klamath Road, but also Herbert Street.

Sincerely yours,

Lawrence C. Casey

Lawrence C. Casey
City Manager

LCC:par

cc: Mr. Dave Hoerning
County Engineer
Klamath County
County Courthouse
Klamath Falls, Oregon 97601

Sta. 110+50 To Sta. 111+88
Const. Median Barrier-137.5'
Hillside Ave.
Const. Reinf. Conc. Ret. Wall
Class "A" Conc. -5 C.Y.
Reinf. 342 Lbs.
Tr. Exc. 22 C.Y.
Drg. No. 21052

110+15
Const. Type "D" Inlet
Inst. 12" Sewer Pipe-90'
Const "V" Bott. Drain Dt.
Tr. Exc. 30 C.Y.
Dt. Exc. 15 C.Y.

"FR" 3+50
18" Culv. Pipe (in pl.)
Extend 8'
Tr Exc. 2 C.Y.

112+00
Remove 18" Culv Pipe
24" Culv. Pipe (in pl.)
Extend 36' Lt.
Const. Type "D" Inlet
Tr. Exc. 20 C.Y.

3-3-71
Supplemental
in hands of City

KLAMATH RD.
ALAMEDA
Ditch
Storm Sewer
8" San. Sewer
Const. Type "C" Curb & G.
Const. P.C. Walk
4" Water
12" Water
Only
Turn Out
C.S.
"D"
"GB1"
"CG-1"
"FR"
P.C.
P.T.
P.R.C.
R.C.
Δ 44°55'50"
Δ 90°00'00"
1+96 P.C.
2+51.1 P.T.
2+59.1 P.C.
3+09 P.T.
N 13°41'50" W.
S 36°31' E.
113+52.3 P.S.
N 00°25'00" E
65' R.
35' R.
20' R.
15'
20'
24'
30'
36'
6'
8'
10'
12'
16'
18"
SS
San. Sewer
Ex. 12" (96)
Ex. 12" (54)
Ex. 12" (84)
Ex. 12" (54)
12" Water
4" Water
Ex. 4" Water
Ex. 8" Water
Ex. 12" Water
Ex. 20" Water
Ex. 24" Water
Ex. 30" Water
Ex. 36" Water
Ex. 42" Water
Ex. 48" Water
Ex. 54" Water
Ex. 60" Water
Ex. 72" Water
Ex. 84" Water
Ex. 96" Water
Ex. 108" Water
Ex. 120" Water
Ex. 132" Water
Ex. 144" Water
Ex. 156" Water
Ex. 168" Water
Ex. 180" Water
Ex. 192" Water
Ex. 204" Water
Ex.

Sec. 28, T. 38 S., R. 9 E., W.M.

ESPLANADE ST.- FT. KLAMATH RD. SEC.
KLAMATH FALLS- MALIN HWY.
KLAMATH COUNTY
4
8 OREGON

Sta 101+25.11 - Sta 102+20.11
Inst 6" Drain Pipe-30'
(Misc Lengths for Roof & Nat Wall Drains)

485 SP
Δ 12°07'30"
D 10

PACIFIC

Pacific Terrace 105 Ah
Median 0+99 Sk.

103+95
Adjust Sanitary Manhole 11

104+11
Const Manhole 11
Const 2 Type "CG-1" Modified Inlets
Const Type GB-1 "Inlet (Behind Curb)
Remove 3 Inlets
Inst 8" Sewer Pipe-6'
Inst 12" Sewer Pipe-172'
Const Special Outlet Ditch
Const Loose Riprap (Class 100) 2 C.Y.
Tr. Exc. 85 C.Y.

105+96.13 PT

106+13
Adjust 2 Sanitary Manholes
Const Type "A" Curb & Gutter

106+35
Const Type "CG-1" Modified Inlet
Inst 12" Sewer Pipe-142'
Const Special Outlet Ditch
Const Loose Riprap (Class 100) 2 C.Y.
Tr. Exc. 40 C.Y.

HERBERT ST

RIW

N 89°41'53" E

Const Type "C" Conc. Island

RIW 103+73.8 PT
Pacific Terrace 0+00

Remove Exist'g Curb

Remove Exist'g Curb

108+53
Adjust Sanitary Manhole

Const P.C. Walk

Storm Sewer

Water

RIW

RIW

RIW

Const

Const Type "C" Curb

Encroachment Line

Const Painted Traffic Markers (By Others)

S 72°17'30" E

CG

RIW 200'SP S 5°00' D 2.5

103+33.8 P.O.S.
Median 0+00

RIW 104+72.75 POT
Herbert St. 0+00

105+39.0 POT BK.
105+37.6 S 85°42'12" E

EQUA.

105+50
Const Type "CG-1" Modified Inlet
Inst 12" Sewer Pipe-50
Const Special Outlet Ditch
Const Loose Riprap (Class 200) 2 C.Y.
Tr. Exc. 15 C.Y.

RIW 105+50.0
300' SP
S 12°00'
D 2.5

108+50
Const Type "G3-1" Inlet
Inst 12" Sewer Pipe-22'
Tr. Exc. 9 C.Y.

109+37.62 P.C.S.

8°00' C.R.
To 35°46'30"
To 382.62'
2-300' SP
S 12°00'
D 2.5

109+68.8 P.C.S.

Const Loose Riprap
(For Quant. See Sht 5)

RIW
8°00' C.R.
To 34°37'
S 37.58'

Sheet 4 of Exhibit "A"
Throughway Agreement
Esplanade St - Fort Klamath Rd Section
8-18-70

de 32' Rt.

Finish Grade @ ℄

4130.10

600' V.C.

Subgrade

Finish Grade 32' Rt.

Ground Line @ ℄

6140

6135

Hwy 50 11-B 5 41 S
E Side Bypass

RECEIVED
JAN 18 1971

BOARD OF COUNTY COMMISSIONERS

KLAMATH COUNTY OREGON

COUNTY COURTHOUSE - KLAMATH FALLS, OREGON

RECEIVED
DIVISION IV BEND
JAN 8 1971
DE ADE ADE DOO CAE
Assigned
Action

January 7, 1971

SU-476(4)
7487

Mr. J. F. Putnam
Regional Engineer
P. O. Box 1249
Bend, Oregon 97701

F.B. KLABOE
NOTED

Dear Mr. Putnam:

Re: "Fish Hook" arrangement between Hillside and Old Fort Road

It has come to our attention that public concern is mounting relative to the "Fish Hook" arrangement between Hillside and Old Fort Road where these roads intersect with Alameda.

Since this is a major transportation link affecting all county citizens using the Eastside Bypass, we feel a public discussion of the matter is merited. We have tentatively set January 28 at 7:30 P.M., in the Board of Commissioners Hearing Room as the time and place for a meeting with City Council members, a representative from your department, our board and the public.

If this time is agreeable to you, please inform us as soon as possible.

Sincerely yours,

BOARD OF COUNTY COMMISSIONERS

R. A. Pyle
Chairman of the Board

M. E. Holland
County Commissioner

Lloyd Gift
County Commissioner

RECEIVED
COUNTY & CITY SECTION
JAN 11 1971
ENGR. COOR. OE RE UE
UPE CE RE RPE

RECEIVED
JAN 12 1971
OFFICE OF
STATE HIGHWAY ENGINEER

1-12-71
Copy to
A.E Johnson
F.B. Kloboe
J.F. Putnam
John Gunter

vr

cc: Mr. Enver Bozgoz
Attorney at Law

Howard

NOTE: Jim Putnam - per your request I discussed with Al Johnson (12 pm 1-12-71) suggest we attend & get this matter resolved - I will see you there with the file on this matter in hand. Get me a reservation in K. Falls for tonight. 1-12 Thanks Don Howell

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 103826

DATE	BILLING REQ. NO.	YOUR ORDER NO.
11-2-70	CC 1235	

CREDIT DISTRIBUTION

57-1018-297

518

Klamath County
Board of Commissioners
Courthouse
Klamath Falls, Oregon 97601

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

RECEIVED
COUNTY & CITY SECTION
OCT 30 1970
ENGR. COOR. CE AE UE
UPE CE HE RPE

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: David Hoerning			
Advance Deposit			97,500.00
Partial transfer of the advance deposit for Esplanade Street-Fort Klamath Road Section, East Side Bypass, F S 415. Covered by agreement dated April 22, 1969.			77,500.00
To be retained			20,000.00

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

EGGR. COOR. CE RE UE
UPE CE RE RPE

October 13, 1970

Klamath County Board of Commissioners
Courthouse
Klamath Falls, Oregon 97601

Attention: Mr. David Hoerning,
Director of Public Works

Gentlemen:

On October 1, 1970, a satisfactory bid was received from the Asphalt Paving Company, Klamath Falls, for the Esplanade Street-Fort Klamath Road Section, East Side By-pass, FAS 415. As per the agreement between State and County, the following advance deposit is required from the County prior to awarding of a contract:

Bid Items	$423,340.50
Flagging	2,500.00
Striping	1,000.00
Temporary erosion control	1,000.00
Selective clearing	1,500.00
Engineering and contingencies	57,960.96
Estimated Total Cost.	$487,301.46

County Advance Deposit:

20% of $487,301.46 = $97,460.29 or say $97,500.00

Please make this advance deposit in the amount of $97,500 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:mm

Form B-312X 5M Sets 8-58

OREGON STATE HIGHWAY DEPARTMENT

JOB NO. 2

Summary of Bids Received and Construction Authorization

Project ESPLANADE ST-FORT KLAMATH ROAD SECTION

Highway FAS 415 /KLAMATH FALLS-MALIN HIGHWAY/

County KLAMATH

F. A. Project No. SU 476004

Engineer's Estimate 393,899.50

Date Bids Received 10/01/70

Grading and Paving

	NAME AND ADDRESS OF BIDDER	AMOUNT OF BID
1	ASPHALT PAVING CO KLAMATH FALLS	# 423,340.50
2	KLAMATH ROCK PRODUCTS KLAMATH FALLS 97601	455,774.40

Hearing Date 10/2/70

Called and informed him of cost and project. Will send advance deposit for project. Sent his request Tues 10/6 with 4 sheets of specs

RECEIVED
COUNTY & CITY SECTION
OCT 2 - 1970
ENGR. COOR. OE AE UE
UPE CE RE RPE

7.4 % ABOVE ENGINEERS ESTIMATE

CONSTRUCTION AUTHORIZATION

Contract amount . . . . . $ 423,340.50

Additional anticipated items:

FLAGGING /STATE SHARE/	2,500.00
PAVEMENT STRIPING	1,000.00
TEMPORARY EROSION CONTROL	1,000.00
SELECTIVE CLEARING	1,500.00

ENGINEER'S RECOMMENDATION

The Commission elects to accept the bid of Asphalt Paving Co.

in the sum of $ 423,340.50 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Klamath County is received, and the sum of $ 97,500.00 is deposited by the County and all the right of way is available.

Deputy State Highway Engineer

County KLAMATH

Grading and Paving

Date Bids Received 10/01/70

	NAME AND ADDRESS OF BIDDER	AMOUNT OF BID
1	ASPHALT PAVING CO KLAMATH FALLS	# 423,340.50
2	KLAMATH ROCK PRODUCTS KLAMATH FALLS 97601	455,774.40

Called Dave Hoerning and informed him of cost and 10/5/70 advance deposit for project. At his request Tom sending him a copy of these 4 sheets ##

RECEIVED
COUNTY & CITY SECTION
OCT 2 - 1970
ENGR. COOR. OE AE UE
UPE CE RE RPE

7.4 % ABOVE ENGINEERS ESTIMATE

CONSTRUCTION AUTHORIZATION

Contract amount		$ 423,340.50
Additional anticipated items:		
FLAGGING /STATE SHARE/	2,500.00	
PAVEMENT STRIPING	1,000.00	
TEMPORARY EROSION CONTROL	1,000.00	
SELECTIVE CLEARING	1,500.00	
Subtotal		$ 429,340.50
Contingencies and engineering (13 1/2%)		57,960.96
Subtotal		$ 487,301.46
Credit for maintenance rock		
Net construction authorization		$ 487,301.46

ENGINEER'S RECOMMENDATION

The Commission elects to accept the bid of Asphalt Paving Co.

in the sum of $ 423,340.50 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Klamath County is received, and the sum of $ 97,500.00 is deposited by the County and all the right of way is available.

Deputy State Highway Engineer

State Highway Engineer

District Engineer, B.P.R.

01	ASPHALT PAVING CO KLAMATH FALLS	423,340.50	027	02
02	KLAMATH ROCK PRODUCTS KLAMATH FALLS 97601	455,774.40	642	02

10/01/70 JOB NO. 02 LOW BIDDER027

NO.	ITEM NAME	QUANTITY	UNIT	UNIT BID	AMOUNT	642
1	TEMPORARY PROTECTION AND DIRECT OF TRAFF	1.000	LUMP SUM	24000.00	24,000.00	12500.00
2	CLEARING AND GRUBBING	1.000	LUMP SUM	26000.00	26,000.00	15000.00
3	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	1.000	LUMP SUM	10620.00	10,620.00	3500.00
4	DITCH EXCAVATION	18.000	CU YDS	5.00	90.00	6.00
5	GENERAL EXCAVATION	13,600.000	CU YDS	.90	12,240.00	2.65
6	TRENCH EXCAVATION	560.000	CU YDS	6.00	3,360.00	5.00
7	FINISHING ROADBED AND SLOPES	1.000	LUMP SUM	7500.00	7,500.00	2000.00
8	FURNISHING AND PLACING TOPSOIL	2,400.000	CU YDS	3.00	7,200.00	6.15
9	WATERING	550.000	M-GALS	4.00	2,200.00	6.00
10	BITUMINOUS BASE MIXTURE	17,680.000	TONS	5.50	97,240.00	7.05
11	ASPHALT IN BITUMINOUS BASE MIXTURE	970.000	TONS	40.00	38,800.00	36.00
12	3/4IN-0 AGGREGATE BASE	170.000	CU YDS	6.00	1,020.00	6.45
13	LIME TREATED SUBGRADE	33,750.000	SQ YDS	.45	15,187.50	.31
14	LIME FOR TREATED SUBGRADE	380.000	TONS	42.00	15,960.00	50.00
15	CLASS B ASPHALT CONCRETE MIXTURE	8,450.000	TONS	6.20	52,390.00	7.75
16	ASPHALT CEMENT IN MIXTURE	550.000	TONS	40.00	22,000.00	36.00

10/01/70 JOB NO. 02 — LOW BIDDER027

NO.	ITEM NAME	QUANTITY	UNIT	UNIT BID	AMOUNT	642
17	ASPHALT IN TACK COAT	4.000	TONS	120.00	480.00	200.00
18	CLASS A CONCRETE IN WALLS	6.000	CU YDS	200.00	1,200.00	190.00
19	REINFORCEMENT IN WALLS	380.000	LBS	.40	152.00	.36
20	CLASS A CONCRETE IN OUTLET DITCH	40.000	CU YDS	75.00	3,000.00	85.00
21	4-INCH CULVERT PIPE	34.000	LIN FT	3.00	102.00	5.50
22	8-INCH SEWER PIPE	94.000	LIN FT	3.50	329.00	6.15
23	10-INCH SEWER PIPE	8.000	LIN FT	5.00	40.00	6.25
24	12-INCH SEWER PIPE	1,470.000	LIN FT	5.00	7,350.00	6.35
25	18-INCH SEWER PIPE	360.000	LIN FT	8.00	2,880.00	7.45
26	24-INCH SEWER PIPE	40.000	LIN FT	15.00	600.00	9.75
27	CONCRETE MANHOLES	5.000	ONLY	350.00	1,750.00	300.00
28	CONCRETE INLETS, TYPE CG-1 MOD	9.000	ONLY	250.00	2,250.00	200.00
29	CONCRETE INLETS, TYPE G-2MA	1.000	ONLY	300.00	300.00	250.00
30	CONCRETE INLETS, TYPE GB-1	16.000	ONLY	250.00	4,000.00	200.00
31	CONCRETE INLETS, TYPE D	2.000	ONLY	300.00	600.00	190.00
32	MEDIAN BARRIER	300.000	LIN FT	13.00	3,900.00	17.00

10/01/70 JOB NO. 02 LOW BIDDER027 642

NO.	ITEM NAME	QUANTITY	UNIT	UNIT BID	AMOUNT	
33	5 FT CHAIN LINK FENCE	2,850.000	LIN FT	4.00	11,400.00	2.25
34	CONCRETE WALKS	650.000	SQ YDS	7.20	4,680.00	8.50
35	CONCRETE DRIVEWAYS	700.000	SQ YDS	9.90	6,930.00	10.00
36	CONCRETE CURBS	260.000	CU YDS	75.00	19,500.00	79.00
37	CONCRETE ISLANDS	30.000	CU YDS	75.00	2,250.00	75.00
38	LOOSE RIPRAP, CLASS 100	20.000	CU YDS	15.00	300.00	20.00
39	LOOSE RIPRAP, CLASS 700	1,200.000	CU YDS	8.50	10,200.00	9.00
40	ADJUSTING MANHOLES	24.000	ONLY	70.00	1,680.00	100.00
41	ADJUSTING INLETS	2.000	ONLY	80.00	160.00	100.00
42	ROADSIDE SEEDING	3.000	ACRES	250.00	750.00	650.00
43	ROADSIDE MULCHING	3.000	ACRES	250.00	750.00	650.00
	TOTAL BID				423,340.50	455,774.40

DEC 2 - 1970

FOR FILING

BOARD OF COUNTY COMMISSIONERS

KLAMATH COUNTY OREGON

COUNTY COURTHOUSE - KLAMATH FALLS, OREGON

51-476(H)
7487

November 30, 1970

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Cox:

This letter is a followup of the telephone conversation with you this date in which we agreed to pick up our share of the additional cost, if any, of the Hillside Street junction with Alameda.

Inasmuch as we have already participated to the extent of $97,500 on this Alameda improvement, we should probably pick up this additional cost. Please bill us at the appropriate time.

In light of the foregoing we don't feel that a meeting between the involved governmental units is necessary.

Sincerely yours,

BOARD OF COUNTY COMMISSIONERS

George C. Flitcraft
Chairman of the Board

Scott Warren
County Commissioner

Ellen Clark
County Commissioner

12-1-70
Copy to F.E. Klaboe.
J. Hetman.

RECEIVED
COUNTY & CITY ENGINEER
DEC 1 1970

RECEIVED
DEC 1 1970
OFFICE OF
STATE HIGHWAY ENGINEER

vr

RECEIVED
NOV 30 1970
OF
FOR FILING
STATE OF OREGON
1859
7487

bc: R. L. Porter
Tom Edwards
F. B. Klaboe
A. E. Johnson
Frank Hall
F. D. Morgan
F. B. Crandall
D. H. Moehring
J. F. Putnam

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 November 27, 1970

Klamath County Board of Commissioners
Courthouse
Klamath Falls, Oregon 97601

Gentlemen:

This office is in receipt of a letter from Mr. Enver Bozgoz, dated November 20, 1970, of which you have a carbon copy. Since this office deals only with public bodies, we take this opportunity to once again draw to your attention not only this letter, but the entire situation on Alameda Avenue.

Since awarding of the contract and the presentation of the petition for opening of Hillside Avenue and Old Fort Klamath Road, the Highway Division has restudied this proposal for opening these two streets and you were so advised by letter (and sketch) on November 9, 1970. As a result of this reappraisal, State agreed to open Hillside, but has refused to open Old Fort Klamath Road due to obvious traffic hazards.

Our Region Engineer, Mr. James F. Putnam, has approached the contractor regarding changes in the contract due to opening Hillside Avenue. Notification concerning these changes are covered by letter to you dated November 25, 1970.

If, in light of Mr. Bozgoz' letter, the County or City feels that a meeting might be appropriate, please advise this office. I would suggest that such a meeting be held during the week of December 14 to 18, in order that Mr. F. B. Klaboe could attend.

Very truly yours,

H. S. Cox
County and City Engineer

HSC:ljt

cc: City of Klamath Falls
(Attn. Mr. L. C. Casey)

RECEIVED
NOV 27 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

RECEIVED
NOV 30 1970
HIGHWAY ENGINEERING
STATE OF OREGON
1859
7487

bc: R. L. Porter
Tom Edwards
F. B. Klaboe
A. E. Johnson
Frank Hall
F. D. Morgan
F. B. Crandall
D. H. Moehring

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone ~~364-2177~~

November 25, 1970

Klamath County Board of Commissioners
Courthouse
Klamath Falls, Oregon 97601

Attention: Mr. David Hoerning, Director of Public Works

Esplanade St.-Fort Klamath Rd. Section
Klamath Falls-Malin Highway
Construction Revisions

Gentlemen:

Reference is made to subject section which was a matter of correspondence on November 9 and November 13 respectively.

Our Region 4 Engineer, Mr. J. F. Putnam, has contacted State's contractor on subject matter and it appears any changes necessitated by the revisions would be tentatively estimated to cost approximately $500, with said additional costs related namely to curbing, additional asphaltic concrete handwork, signing, catch basin, etc. However, there would possibly be a saving of cost related to sidewalk construction, excavation, and deletion of median rail northerly of Alameda Avenue in the vicinity of Hillside Avenue.

Based on the foregoing, we must have assurance from the County that approval is given for the use of the above additional funds and that the existing County-State agreement of April 22, 1969, signed by the Highway Commission Secretary August 28, 1970, pertaining to financing, will remain in full force and effect.

If the County desires to proceed on the foregoing basis and is desirous that the additional cost be shared with the City of Klamath Falls, you should negotiate with the City and, after determining the local share of financing, indicate to this office the desire for State to proceed with negotiations with State's contractor for revisions of the project.

A supplemental agreement regarding changes in the original August 18, 1970 agreement between City and State will have to be made if it is determined that the above and previously mentioned revisions are to be carried out.

Please consider this matter at the earliest possible time and confer with the City, after which a reply would be appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer

RECEIVED
NOV 27 1970
OFFICE OF
STATE HIGHWAY ENGINEER

By: H. S. Cox
County and City Engineer

DNH:mm
cc: City of Klamath Falls
(att'n L. C. Casey)
J. F. Putnam, Region Eng'r

RECEIVED
NOV 30 1970
STATE OF OREGON

bc: R. L. Porter
Tom Edwards
F. B. Klaboe
A. E. Johnson
Frank Hall
F. D. Morgan
F. B. Crandall
D. H. Moehring

OREGON STATE HIGHWAY DIVISION

SU-4176(4)
7487

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

November 25, 1970

Mr. Enver Bozgoz
Attorney at Law
260 Main Street
Klamath Falls, Oregon 97601

Dear Sir:

In reference to my letter of November 9 and your reply of November 12, we have been in contact with Klamath County and the City of Klamath Falls regarding the Alameda Avenue construction and are currently negotiating the matter with them as the local governing agencies.

Regarding clarification of certain items in the letter of November 12, the exhibit was strictly a sketch and the reference was "possible and/or probable" revisions.

Any further correspondence on this matter will, as I mentioned earlier, be with the local governing bodies.

Very truly yours,

R. L. Porter
State Highway Engineer

By

E. S. Cox
County and City Engineer

DNE:sm

cc: Klamath County
(Att'n David Moerning)
Klamath Falls
(Att'n L. C. Casey)
J. P. Putnam

NOTED
R. L PORTER

RECEIVED
NOV 27 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 1 - 1970
FOR FILE

S11-4 16.(4)
7441

ENVER BOZGOZ
ATTORNEY AT LAW
350 MAIN STREET
KLAMATH FALLS, OREGON 97601

TELEPHONE 882-8809

November 20, 1970

RECEIVED
COUNTY & CITY SECTION
NOV 25 1970
☑ ENGR. ☐ CONST. ☐ OE ☐ AE ☐ UE
☐ RPE ☐ CE ☐ RE ☐ RPE

Mr. R. L. Porter
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: H. S. Cox, County and City Engineer

Re: Hillside-Old Fort Road Section
Klamath Falls - Malin Highway
(Alameda Street)

Gentlemen:

On behalf of the concerned citizens requesting access to Hillside and Old Fort Road from Alameda Street. I respectfully request that a meeting be called of Oregon State Highway Division, Board of County Commissioners for Klamath County and the City Council of the City of Klamath Falls.

From my personal investigation it appears that there was not sufficient study made on this particular intersection prior to the decision to close the access to these particular streets. Furthermore, it appears that there was no public hearing held with regard to cutting access for ingress and egress to Hillside and Old Fort Road.

From the letter of the City of Klamath Falls, it appears that they support the idea of providing the ingress and egress at the intersection of Hillside and Alameda Streets, The letter of the Board of County Commissioners of November 13, 1970 indicates that they have no objections to Hillside and Old Fort Road access from Alameda Street

I hope this matter can be resolved soon. Thanking you for your consideration in thismatter.

11-27-70
Copy to Porter

Very respectfully yours,

Enver Bozgoz

CC. New Board of County Commissioners
J.F. Putnam
City Of Klamath Falls
Board Of County Commissioners

RECEIVED
NOV 9 - 1970
FOR FILING

SCI-4766(4)
7487

November 9, 1970

Asphalt Paving Company
350 Spring Street
Klamath Falls, Oregon 97601

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7487 for grading and paving on the Esplanade st.-Fort Klamath Road Section of the Klamath Falls-Malin Highway in Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

or
Enclosure

cc Seaboard Surety Company
345 Montgomery Street
San Francisco, California 94104

Seaboard Surety Company
160 William Street
New York, New York 10038

Victor E. Kisley
Board of Trade Building
Portland, Oregon 97204

bc F. D. Morgan
I. D. Marchant
J. F. Putnam
E. S. Dunn

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	STATE
11-36		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
3	(PPM 21-7) 11-6-70	Klamath
		PROJECT NO.
		SU-476(4)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 93 Esplanade St.-Main St. (Klamath Falls)
(Esplanade Street-Fort Klamath Road Section)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-11-70	0.606
OTHER (Specify)		

FUNDS Pro Rata 63.54%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 487,301.00	$ 309,631.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By _____ (Division Engineer)
for R. E. Simpson

Date executed by Division Engineer NOV 6 1970

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, up-

Oregon State Highway Division

Federal Aid
Project No. SU-476(4)

ESPLANADE ST.-FORT KLAMATH RD. SECTION

KLAMATH FALLS-MALIN HIGHWAY, FAS 415, KLAMATH COUNTY

SALEM, OREGON, NOVEMBER 4, 1970

Project agreement estimate.

Type Code 6203
Roadway (Sta. 86+50 to Sta. 118+50)

Temporary Protection and Direction of Traffic	All Required		$ 24,000.00
Clearing and Grubbing	All Required		26,000.00
Removal of Structures and Obstructions	All Required		10,620.00
Ditch Excavation	18 cu.yd.	5.00	90.00
General Excavation	13,600 cu.yd.	0.90	12,240.00
Trench Excavation	560 cu.yd.	6.00	3,360.00
Finishing Roadbed and Slopes	All Required		7,500.00
Furnishing and Placing Topsoil	2,400 cu.yd.	3.00	7,200.00
Watering	550 M-gal.	4.00	2,200.00
Bituminous Base Mixture	17,680 ton	5.50	97,240.00
Asphalt in Bituminous Base Mixture	970 ton	40.00	38,800.00
3/4"-0 Aggregate Base	170 cu.yd.	6.00	1,020.00
Lime Treated Subgrade	33,750 sq.yd.	0.45	15,187.50
Lime for Treated Subgrade	380 ton	42.00	15,960.00
Class "B" Asphalt Concrete Mixture	8,450 ton	6.20	52,390.00
Asphalt Cement in Mixture	550 ton	40.00	22,000.00
Asphalt in Tack Coat	4 ton	120.00	480.00
Class "A" Concrete in Walls	6 cu.yd.	200.00	1,200.00
Reinforcement in Walls	380 lb.	0.40	152.00
Class "A" Concrete in Outlet Ditch	40 cu.yd.	75.00	3,000.00
4-inch Culvert Pipe	34 lin.ft.	3.00	102.00
8-inch Sewer Pipe	94 lin.ft.	3.50	329.00
10-inch Sewer Pipe	8 lin.ft.	5.00	40.00
12-inch Sewer Pipe	1,470 lin.ft.	5.00	7,350.00
18-inch Sewer Pipe	360 lin.ft.	8.00	2,880.00
24-inch Sewer Pipe	40 lin.ft.	15.00	600.00
Concrete Manholes	5 only	350.00	1,750.00
Concrete Inlets, Type CG-1, Modified	9 only	250.00	2,250.00
Concrete Inlets, Type G-2MA	1 only	300.00	300.00
Concrete Inlets, Type GB-1	16 only	250.00	4,000.00
Concrete Inlets, Type D	2 only	300.00	600.00
Median Barrier	300 lin.ft.	13.00	3,900.00
5' Chain Link Fence	2,850 lin.ft.	4.00	11,400.00
Concrete Walks	650 sq.yd.	7.20	4,680.00

Concrete Driveways	700 sq.yd.	9.90	6,930.00
Concrete Curbs	260 cu.yd.	75.00	19,500.00
Concrete Islands	30 cu.yd.	75.00	2,250.00
Loose Riprap, Class 100	20 cu.yd.	15.00	300.00
Loose Riprap, Class 700	1,200 cu.yd.	8.50	10,200.00
Adjusting Manholes	24 only	70.00	1,680.00
Adjusting Inlets	2 only	80.00	160.00
Roadside Seeding	3 acre	250.00	750.00
Roadside Mulching	3 acre	250.00	750.00
			$ 423,340.50
Flagging (60% of Contractor's Cost)	All Required		$ 2,500.00
Pavement Striping	All Required		1,000.00
Erosion Control	All Required		1,000.00
Selective Clearing	All Required		1,500.00
			$ 6,000.00
	Subtotal		$ 429,340.50
	Engr. & Cont.		57,960.50
	Total		$ 487,301.00

Length of Roadway - - - - - - - -	0.606 mile
Cost of Roadway per mile - - -	$804,127.06

Federal Funds	$309,631.00
State Funds	88,835.00
County Funds	88,835.00
TOTAL	$487,301.00

State Funds for Const.: Chap. 175, Laws 1920; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

G-1-100%
Contract No. 7487
Prefix 518-1018

RECEIVED
OCT 30 1970
FOR FILING

SH-476(4)
7487

October 29, 1970

Asphalt Paving Company
350 Spring Street
Klamath Falls, Oregon 97601

Gentlemen:

The State Highway Commission on October 6, 1970, accepted your proposal for work on the Aspendale St.-Fort Klamath Road Section of F-6 415 in Klamath County for the sum of $443,340.50 and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions have been satisfied.

These conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7487.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar working count on this contract will begin November 12, 1970.

Very truly yours,

Floyd Unery, Secretary
Board of the Highway Commission

kl
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

F. D. Morgan J. F. Putnam
I. D. Merchant E. J. Dunn
William Geibel (SALF)

RECEIVED
NOV 1970
RECEIVED
COUNTY & CITY SECTION
OCT 20 1970
SU-4764
ENGR. GEOM. DE AE UE
UPE CE RE RPE
741

8-18-70 Agree

Bend, Oregon 97701
October 19, 1970

Frank L. Hall
Design Engineer
Salem

Esplanade Street-Fort Klamath Road
Section
Klamath Falls-Malin Highway #50 (FAS 415)

On Friday afternoon, October 16, E. J. Dunn, John Gunter and I met with a Mr. Enver Bozgoz and a Mr. John Glubrecht, who presented us with the enclosed petition signed by some 170 citizens residing in the areas surrounding Hillside, Old Fort Road and Loma Linda Heights in the City of Klamath Falls. This petition requests that we construct a direct access for ingress and egress to Hillside and Old Fort Road when this section is reconstructed.

I attempted to discourage this request on the basis that we would have four-way intersection which would be very difficult to control. Their reply was that we should allow direct access off of the bypass, but permit only right turns from Hillside and the Old Fort Road and prohibit any cross traffic. I pointed out again that this would be an impossible situation for control as many persons would disregard the signs and continue to make cross traffic and left turn movements. Both Mr. Glubrecht and Mr. Bozgoz were adamant and refused my explanation as to the reasons for closing these two streets and advised me that they would take the matter to court if necessary. I then advised them that I would submit the petition to the Salem Office for a final decision and that Mr. Bozgoz would be advised of that decision in the very near future.

I'm also enclosing a portion of the aerial contour map of this immediate area. The picture was taken prior to the reconstruction of the Main Street Bridge which now connects directly into Main Street on the easterly side of Alameda. Our proposal is to direct all traffic going easterly through this intersection on Laguna Street, then northerly on Laguna to connect with the Old Fort Road and Herbert Avenue with a tie between Hillside and the Old Fort Road near Alameda.

The petitioners claim that they cannot use Herbert Avenue during the winter months as they cannot negotiate the intersection of Hillside and Herbert fast enough to climb the hill on Hillside during snowy and icy conditions. The same holds true on our proposed connection between the Old Fort Road and Hillside and that it is necessary for them to "Make a Run" at the hill in order to negotiate it.

When I asked why the people in the area did not request a Hearing on this matter when they were given the opportunity, the reply was that all were unaware that the streets were to be closed. City and County Officals followed

the proper procedures and legal notices, etc. in the papers, advising that the work was to be done and no replies were received requesting a hearing so no hearing was held. The local newspaper did carry an artical with a sketch map of the entire project, so I can see no reasonable excuse for the late date of the objections.

If Mr. Bozgoz refuses to accept my authority on this matter, will you please advise him and this office of the final decision.

J. F. Putnam
Regional Engineer

JFP:pb

Enclosure

cc: F. D. Morgan
H. S. Cox
John Gunter
E. J. Dunn
L. I. Lindas
Query, Klaboe, Moehring, Young

October 30, 1970: In reference to the above matter, per telephonic discussion with Dave Hoerning, Klamath County Engineer, and the City of Klamath Falls, the two parties desire to proceed with this project on the basis of the contents of the agreement signed by them and the State on August 18, 1970, which provides for closure of Fort Klamath Road and Hillside Drive.

The County has forwarded their check for $97,500 to cover the advance deposit and said job has been awarded. (10-29-70)

This matter was discussed with Mr. Klaboe, Mr. Putnam, and Mr. Moehring within the past 2 or 3 days and it was determined that the job should go ahead as scheduled based on the above agreement, with the possibility that Attorney Bozgoz would file an injunction.

D. N. Harwell
Coordinating Engineer
County and City Section

RECEIVED
NOV 2 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Department

RECEIVED
COUNTY & CITY SECTION
OCT 12 1970
☐ ENGR. ☑ COOR. ☐ GE ☐ [illegible] ☐ UE
☐ UPE ☐ CE ☐ RE ☑ RPE ☐

SUBJECT: Federal Aid Project No. _____

Highway No. FAS 415

Project Name Esplanade Street-Fort Klamath Road Sect., East Side Bypass

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

☒ There has been no displacement of persons from residences, farms, or businesses; or

☒ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

☐ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Klamath Falls, Oregon,

this 9th day of October, 1970.

KLAMATH County

_____
Chairman

_____
Commissioner

_____
Commissioner

Copy to:- John Oaks
C A Swenson
R N Chase
J. F. Putnam

(5/12/70)

RECEIVED
SEP 30 1970

FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

378-4511
XXXXXXX

SU-476(4)
7487

September 28, 1970

Pacific Northwest Bell Telephone Company
421 S.W. Oak Street - Room 437
Portland, Oregon 97204

ATTN: Mr. J. W. DeYoung

Re: Installation of Telephone Conduit
Main Street Structure
Esplanade St-Ft. Klamath Road Section
Klamath Falls-Malin Highway
Klamath County

Gentlemen:

Construction of the structure on Main Street, Klamath Falls, over the Bureau of Reclamation (K.I.D.) Canal on the subject section of the Klamath Falls-Malin Highway has been completed.

Installation of a telephone conduit for your company was performed as part of the contract work on this project. This work was done as a lump sum bid item at a cost of $100 with the understanding that Pacific Northwest Bell would reimburse the State the cost of this installation.

Payment of the lump sum cost of $100 is hereby requested. Your check should be made payable to the Oregon State Highway Division and submitted to Mr. T. W. Litchfield.

Your earliest attention to this matter will be greatly appreciated.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad & Utility Engineer

NOTED
A. E. JOHNSON

TWL:djg

cc: Mr. R. W. Lindstrom
841 Bond Street
Bend, Oregon 97850
A. E. Johnson
J. F. Putnam
V. E. Skoog
N. D. Krehbiel
J. E. Holcomb

RECEIVED
SEP 28 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 1 - 1970
FOR FILING

SU-476(4)
C-7487

August 28, 1970

Board of County Commissioners
Klamath County
Courthouse
Klamath Falls, Oregon 97601

MISC. CONTRACTS and AGREEMENTS No. 2354

Attn: William Milne
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of a construction-finance agreement with Klamath County, City of Klamath Falls and the Oregon State Highway Commission covering Esplanade Street-Fort Klamath Road Section (East Side Bypass) on FAS 415 in Klamath County.

We are sending a fully executed copy to the City of Klamath Falls, and we are retaining one for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Att.

cc H. S. Cox
(conf. agreement att.)

RECEIVED
AUG 20 1970

FOR FILING

SU-476(J)
7487

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701
August 14, 1970

NOTED
F. B. KLABOE

To: MEMO TO THE FILE

SUBJECT: Esplanade-Fort Klamath Road Section
Klamath Falls-Malin Highway

On Thursday, August 13, John Gunter, E. J. Dunn and I attended a special meeting of the City Planning Commission of Klamath Falls regarding their request that someone attend the meeting for the purpose of reviewing and determining the most appropriate method of traffic circulation within the vicinity of Old Fort Klamath Road and Main Street where intersecting the Eastside bypass. Also in attendance were the City Council Representatives of Klamath County and Mr. Harry Boivin, representing the local citizen who requested abandonment of the Old Fort Road.

Mr. Yaden, Vice-Chairman of the City Planning Commission conducted the meeting and explained that the reason it was being called was to assist the Commission in their decision whether to recommend closure of the Old Fort Road or not. He stated that it was the opinion of the Planning Commission that the proposal to connect Hillside Drive with the Old Fort Road was unacceptable due to snow problems during the winter months and that Hillside should be connected into Main Street between Laguna and the bypass, so that residents living on Hillside could have a run at the hill.

Our present plans show a connection of Hillside to the Old Fort Road with a minimum radius of 85', however, we were withholding final action on the purchasing of the required Right of Way until such time as a decision was made on the abandonment of the Old Fort Road. If it were abandoned, we were to construct a cul-de-sac on Hillside Drive which would require the purchasing of a different parcel. I explained that the closure of the Old Fort Road was of no concern of ours but a City problem and that we needed the decision so that we could proceed with the purchase of necessary Right of Way at the County's expense and also that I felt the construction of the requested frontage road would cause us additional traffic problems at the intersection of Main and the bypass due to its proximity.

When asked how close an intersecting street could come to the bypass, I recommended that it be no closer then Laguna. Discussion on the was held between the members of the Commission until Mayor Veatch took the floor and stated that he agreed with our statement and that the only decision required of the Planning Commission was whether or not to recommend abandonment of the Old Fort Road.

REFERRED TO
Edward Baker
BY ASST. STATE HWY. ENGR.
8-19-70

A rather heated discussion followed, with Mr. Yaden finally stating that it appeared the City Council had already made up their mind and there was no real need for a decision from the Planning Commission. Mayor Veatch stated that Mr. Yaden was taking his statement in the wrong light and that some recommendation must come from them. There upon, the Planning Commission requested all outsiders to leave and they came to a decision to not abandon the street and to proceed with the Highway Divisions plan to connect Hillside and the Old Fort Road and utilize Laguna as the new connection to said road.

J. F. Putnam
Regional Engineer

JFP:pb

cc: ~~F. B.~~ Klaboe
H. S. Cox
John Gunter
E. J. Dunn

RECEIVED
AUG 17 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 18 1970
FOR FILING

OREGON STATE HIGHWAY DIVISION

SU-476(4)
7487

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 378-4511

August 14, 1970

U. S. Department of Interior
Bureau of Reclamation
Box 4
Klamath Falls, Oregon 97601

ATTENTION: Mr. C. D. Lawrence

Re: Construction Plans and Right of Entry
Esplanade St.-Fort Klamath Road Section
Klamath Falls-Malin Highway
Klamath County

Gentlemen:

Attached for your review and approval are two (2) copies of our construction plans for this section. These plans reflect the treatment you requested of the riprap to be placed on the north bank of the canal.

I understand that minor revisions in the construction details of the fencing and clearing of a portion of your right of way were agreed to in the meeting held on Monday, August 10, 1970. These will be reflected in our specifications. We will furnish you revised copies as soon as they are available.

In line with the foregoing, we request a right of entry upon your property for the State and its contractor to perform the work as outlined on the construction plans and as agreed to at the August 10 meeting.

We would appreciate your early attention to this matter so that we may proceed with the contract as scheduled.

Very truly yours,

F. D. Morgan
Construction Engineer

NOTED
A. E. JOHNSON

By:

T. W. Litchfield
Railroad & Utility Engineer

PGP:djg

Enclosure

cc: F. B. Klaboe
D. J. Barbee
J. F. Putnam
E. J. Dunn

RECEIVED
AUG 11 1970
OFFICE OF
STATE HIGHWAY ENGINEER

K Falls
Herring

SISTER CITY:
ROTORUA, NEW ZEALAND

CITY OF KLAMATH FALLS, OREGON

226 SO. FIFTH STREET --- TELEPHONE 884-3161
AREA CODE 503 --- ZIP CODE 97601

RECEIVED
COUNTY & CITY SECTION
AUG 14 1970
ENGR. C.O.R. UE AE UE
UPE CE RE RPE

August 13, 1970

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

RE: Esplanade Avenue - Fort Klamath Road Sect.
East Side Bypass
FAS 415
Klamath County

Dear Mr. Cox:

The Klamath Falls City Council and City Planning Commission held an informal meeting today with representatives of the State Highway Department concerning the above-referenced project. The consensus of the meeting was that the vacation of Old Fort Road should not delay the East Side Bypass project and that the City would iron out this situation in the near future.

Additionally, as a result of this meeting the Klamath Falls City Council has requested that the State Highway Department disregard the Council's request made in my letter of August 5, 1970, to reconsider the design of the East Side Bypass project to include a frontage road between Esplanade Avenue and Hillside Avenue.

The Council is now requesting that the Highway Department place this project back on the September 3 bid-opening schedule as originally planned and designed, and, if this is not possible, that it be placed on the soonest bid-opening schedule possible.

Sincerely yours,

Lawrence C. Casey
City Manager

LCC:par

Copy to: Edwards Hoerning
Klabee
Barbee
Putnam.

U

TRANSACTION NUMBERS 8-23 THRU 8-26

FHWA PR-48 (REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 8-11-70

BY (Signature): MR. YOUNG'S JULY 28, 1970 LETTER

TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1 *
ITEM NOS. _____ THRU _____

STAGE 2
ITEM NOS. 1037 THRU 1040

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	LOCATION	WORK
037	SU-45(6)	0.79	381,000	240,000	TRAIL AVE.-CHEMAWA RD.	GRADE, DRAIN, HIGH TYPE PAVEMENT 4-12' LANES.
038	SU-441(9)	0.37	1,793,000	612,000	PACIFIC HIGHWAY WEST TO N. W. EXPRESSWAY SECTION	CONSTRUCT 2 STRUCTURES WIDEN 1 STRUCTURE
039	SU-476(4)	0.61	460,000	292,000	ESPLANDE ST. TO FORT KLAMATH ROAD SECTION	GRADE, DRAIN, HIGH TYPE PAVEMENT 4-12' LANES.
040	S-573(1)	1.22	410,000	260,000	AIRSTRIP ROAD-PUDDING RIVER BRIDGE SECTION	GRADE, DRAIN, HIGH TYPE PAVEMENT 2-12' LANES.

OTHER IDENTIFICATION AND/OR REMARKS (State)

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECTS IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THESE PROJECTS ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

NOTED
F. B. KLABOE

8-13-70

RECEIVED
AUG 13 1970
DEPARTMENT OF TRANSPORTATION

SU-476(4) 11487

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		8-11-70	R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

SISTER CITY:
ROTORUA, NEW ZEALAND

CITY OF KLAMATH FALLS, OREGON

226 SO. FIFTH STREET --- TELEPHONE 884-3161
AREA CODE 503 --- ZIP CODE 97601

RECEIVED
COUNTY & CITY SECTION
AUG - 6 1970
ENGR. CoENGR. OE AE DE
UPE OE RE RPE

August 5, 1970

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

RE: Esplanade Avenue - Fort Klamath Road Sect.
East Side Bypass
FAS 415
Klamath County

Dear Mr. Cox:

Reference is made to your letter of May 28, 1970, by Mr. Harold Reynoldson to Mr. David Hoerning, Klamath County Engineer, concerning the vacation by the City of a portion of Old Fort Klamath Road.

The Klamath Falls City Council considered this vacation at its meeting of August 3, 1970, and in accordance with a recommendation from the City's Planning Commission deferred the matter until September 8, 1970. It is my understanding that Mr. Glenn Story, County - City Planner, will contact your department in an effort to set up a meeting at which all the street closures proposed in the Eastside Bypass project will be discussed.

In the meantime, the Klamath Falls City Council by this letter is formally requesting that the State Highway Department reconsider the design of the Eastside Bypass project to include a frontage road between Esplanade Avenue and Hillside Avenue. It appears since the final decision of this project has become public knowledge, that many of the City's residents are opposed to the closure of the streets as presently proposed. It appears also that the inclusion of

Hearing - waived
Agreement pending
Hwy Comm. 8-18-70

8-6-70
Copy to Barbee.
Putnam

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Department

a frontage road would go a long way to alleviate many of the protests against the project.

I would appreciate an answer to this request at your earliest convenience so that I can inform the City Council of the State Highway Department's decision on this matter.

Sincerely yours,

Lawrence C. Casey

Lawrence C. Casey
City Manager

LCC:par

RECEIVED
JUL 30 1970
SU-476(4
7487

July 28, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

We are submitting program data for four Secondary projects, Items 1037 through 1040, which we desire to have included in the Federal Aid Secondary Highway Program.

These projects have been selected by the State Highway Commission and local authorities in cooperation with each other as required by the Federal Aid Act.

We are enclosing copies of the State Clearinghouse's approval for all the projects, Items 1037 through 1040, and copies of the District Clearinghouse's approval for Items 1038 and 1040. The clearinghouse for District No. 11 is not functioning at the present time; therefore, no district review will be made for Item 1039.

The "Notice of Intent" for Project SU-45(6), Item 1037, has lain before District No. 3 Clearinghouse (Mid-Willamette Council of Governments) more than 60 days without action; therefore, it is assumed no review or adverse comment will be made on this project. However, included is a copy of their 204 Review approval.

It is our intention to receive bids for these projects on September 3, 1970.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Encl.

JC:ia

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

7-28-70

FEDERAL - AID PROG

(PPM 21-1)

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION *(45 typewriter spaces)* 21		55	ADT	PRESENT	FUTURE (66)	YEAR (70)(71)(72)		
	1	SR 39 Esplanade St.-Main St. (Klamath Falls)				6,500	11,000	90		
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28		62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)
	Gr., Dr., High-type Pave. & Illum.									
CARD 4	CLASS OF FEDERAL FUNDS							COUNTY NAME		
	Secondary							Klamat		
	NAME OF URBAN AREA 17-31							ROUTE NO.	FEDERAL - AID	
	Klamath Falls							S	415	

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43-46	STEP 53	TERMINI *(Full description)*	MILES (54)(58)	ESTIMATED PROJECT COST BY TOTAL ESTIMATED COST (59)(66)	ESTIMATED PROJECT COST BY FEDERAL FUNDS (67)(76)
1										
5					PE		SR 39 Esplanade St. to Main St. (Klamath Falls)			
5					ROW		(Esplanade Street-Fort Klamath Road Section)			
5					CONST (CODE) 6105			0.61	460,000	292,000
							PROJECT TOTALS	0.61	460,000	292,000

CARD 1	CODE 1	PREPARED BY	
1	14	PROGRAM APPROVAL DATES	(16)(23)(24)(33)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

7-28-70

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPR CODE	ITEM NO.
65	ADT	6,500	11,000 (66) (70)	90 (71) (72)	08	Oregon	35 (2) (3)	022 (4) (9)	1039 (14) (18)

RTE	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER			I. Projects Only	
						PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
(69)	(69)	(70)	(73) (72)	(73) (74)	(75)	SU- 14 23	476 7	(4) 13	(24) (26)	27

COUNTY NAME: Klamath — CODE: 035 (14R 15R)

ROUTE NO.: S — FEDERAL-AID: 415 (32) — STATE: 50 (36) (37) — U.S. (41)

PROGRAM STAGE: [ ] 1 OR [X] 2

	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	(54) (55)	(56) (66)	(67) (76)			
						Gr., Dr. 4 - 12' lanes H.T. Pave., 4' to 10' shoulders, 16' median area, and illum.
	0.61	460,000	292,000	84,000	84,000 (Co.)	ROW - 100' min.; Access Control - none Parking Restriction - restricted on side adj. USRS Canal.
OJECT TALS	0.61	460,000	292,000	84,000	84,000 (Co.)	
		(16) (23)	(24) (33)	REMARKS		

: -over-

USCOMM-BUSCOM-DC 48965-P61

ESPLANADE STREET-FORT KLAMATH ROAD SECTION
PROJECT SU-476(4)

Existing Facilities:
24' AC section for two 12' travel lanes. This section is partially curbed.

Adjacent Sections:
North End - US 99 Bus. 52' AC pavement.
South End - Four 12' travel lanes, 16' median, and 4' shoulders, paved with AC. Constructed under SU-476(2).

Project Data:
Grade, drain, base, curb and pave a roadway 78' in width. Pave with AC. Roadway to have four 12' travel lanes, 16' median, 4' shy distance from curb on the canal side (south side) of the roadway. North side of roadway to have a 10' parking lane beside curb. Construct sidewalk and curb south of Main Street. Street connections, adjustments, traffic control devices, along with illumination of the Main Street junction and bridge connection. Riprap to be placed on canal bank north of Main Street bridge. Signing and striping to be included in project and done by State forces. Construct chain link fence on canal side.

Right of Way: 100' minimum - part of this right of way is encroachment on the USBR Canal.

Access Control: None

Railroad Crossing: None

Minimum Design Standards: No portion below standard.

System Action: Completed

Public Hearing: Offered 3/13/70 and 3/20/70. Not requested.

Route Data: See SU-476(3)

Park and Recreation Area Affected

Relocation Assistance: No one re
county has paid all additional co
acquisition of additional right o

Social, Economic and Environmenta
Yes

Location and Design Approved: 7/

State Clearinghouse Approval: 3/

District 11 Clearinghouse Approv
ing clearinghouse at this time a
been advised by the State Cleari
district review of this project.

Control of Utilities: The State
have the legal authority to cont
of the right of way on this proj
agreement is being prepared to c
6d(1) of PPM 30-4.1.

ESPLANADE STREET-FORT KLAMATH ROAD SECTION
PROJECT SU-476(4)

el lanes. This section is

pavement.
nes, 16' median, and 4'
ith AC. Constructed under

ve a roadway 78' in width.
12' travel lanes, 16' median,
nal side (south side) of the
have a 10' parking lane beside
south of Main Street. Street
ontrol devices, along with
ction and bridge connection.
orth of Main Street bridge.
d in project and done by State
on canal side.

of this right of way is
USBR Canal.

ion below standard.

and 3/20/70. Not requested.

Park and Recreation Area Affected: None affected

Relocation Assistance: No one required to move. The county has paid all additional cost associated with the acquisition of additional right of way.

Social, Economic and Environmental Effects Considered: Yes

Location and Design Approved: 7/1/70

State Clearinghouse Approval: 3/17/70

District 11 Clearinghouse Approval: There is no functioning clearinghouse at this time and the Highway Division has been advised by the State Clearinghouse there will be no district review of this project.

Control of Utilities: The State does not, at this time, have the legal authority to control the use by utilities of the right of way on this project. A state-county agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

RECEIVED
JUL 30 1970

SU-476(4)
7487

July 28, 1970

Executive Department
Federal Aid Coordination Unit
Room 5 State Capitol
Salem, Oregon

Gentlemen:

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-02, we are submitting one copy of the completed application for federal-aid funding of the following Secondary projects:

Item No.	Project No.	Name
1037	SU-45(6)	Trail Avenue-Chemawa Road Section
1038	SU-441(9)	Pacific Highway West-N. H. Expressway Section
1039	SU-476(4)	Esplanade St.-Fort Klamath Road Section
1040	S-573(1)	Airstrip Road-Pudding River Bridge

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Encls.

JLG:ia

cc: R. H. Chase

RECEIVED
JUL 28 1970
FOR FILING

SU-4-76(4)
17487

July 28, 1970

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the August 18 meeting will be a throughway agreement concerning construction of the final link of the East Side Bypass of the city of Klamath Falls. This will be referred to as the Esplanade Street-Fort Klamath Road Section of the Klamath Falls-Malin Highway.

This agreement covers only the required street closures and eventual jurisdictional responsibility of relocated and reconstructed city street connections. All provisions pertaining to right-of-way acquisition, financing, utility adjustments, parking restrictions, and construction details will be contained in a standard tri-party (State-County-City) FAS-C Construction-Finance Agreement. Upon completion of the project, the State is to assume all jurisdiction, maintenance, and control.

Total Federal Aid Secondary Funds to be utilized for construction of this project are estimated to be in the amount of $500,000, with the State's portion being $100,000. The project is scheduled for contract at the September 3 bid opening.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query, Tom Edwards, F. B. Klaboe, Victor D. Wolfe, D. J. Barbee, F. D. Morgan, L. H. Young, V. E. Skoog, D. H. Moehring, H. S. Cox, J. F. Putnam

MCH:ljt sr

RECEIVED
JUL 27 19
FOR FILING

OREGON STATE HIGHWAY DIVISION

511-1176.1
7282

HIGHWAY BUILDING • SALEM, OREGON • 97310 • 378-4514

bc: R. L. Porter
Tom Edwards
F. B. Klaboe
Ralph Sipprell
F. B. Crandall
D. J. Barbee

Mr. Donald D. Todd
City Engineer
226 South Fifth Street
Klamath Falls, Oregon 97601

July 23, 1970

RE: Esplanade Street-Fort Klamath Road Section
East Side Bypass
FAS 415
Klamath County

NOTED
F.B. KLABOE

Dear Mr. Todd:

Your letter of July 16 expressed a desire for advice from the Highway Division concerning the type of traffic control signal to be installed at the junction of Alameda Avenue (FAS 415) and Main Street in the City of Klamath Falls.

From our studies at this intersection, we feel that a five-phase fully-actuated traffic signal would adequately serve the crossing. Our estimated cost of this facility is approximately $30,000.

This recommendation is made at the request of the City of Klamath Falls and the acceptance or rejection is the City's responsibility. The type of traffic control signals to be used at this crossing is to be determined by the City of Klamath Falls and/or Klamath County and this information should be presented in writing to this office so plans can be made up as soon as possible.

Very truly yours,

R. L. Porter
State Highway Engineer

By: H. S. Cox by D. W. Hewett
H. S. Cox
County and City Engineer

HR:ljt
cc: Dave Hoerning, Klamath Co. Director of Public Works
L. C. Casey, Klamath Falls City Manager
J. F. Putnam, Region Engineer

RECEIVED
JUL 23 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 22 1970
FOR FILING
SU-4761(4)
7487

July 21, 1970

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the August 18 meeting will be a supplemental agreement in letter-form concerning right-of-way acquisition for the Esplanade Street-Fort Klamath Road Section of the Klamath Falls-Malin Highway, commonly referred to as the Eastside Bypass, lying within the corporate limits of the city of Klamath Falls.

The original agreement, dated March 10, 1961, stipulated that right-of-way for the project was to be acquired by the County. Klamath County continues to recognize this obligation but finds it has insufficient personnel to complete the work in the required time. The County is, therefore, requesting that the State furnish right-of-way personnel to assist in completing the negotiations and agrees to reimburse the State for all expenses incurred by reason of such activity. This proposed arrangement would cause no expense to the State.

I recommend approval of the supplemental agreement and request authority for the Secretary to sign the document for and on your behalf.

This matter will be on the agenda for the August 18 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
D. H. Moehring
D. J. Barbee
F. D. Morgan
V. E. Skoog
H. S. Cox
J. F. Putnam

MCH:lat sr

NOTED
H. S. COX

RECEIVED
JUL 27 1970
ENGINEER
COUNTY & CITY DIVISION

July 20, 1970
(date)

Klamath County Board of Commissioners
Courthouse
Klamath Falls, Oregon 97601

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

Highway Klamath Falls-Malin (FAS 415)

Section Esplanade Street-Fort Klamath Road: Grade & Pave

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

NOTED
HAROLD
REYNOLDSON

July 24, 1970
(date)

By _____

By _____
Commissioner

By _____
Commissioner

NOTED
MAINOR C. HOLMES

NOTED
RICHARD BLADORN

NOTED
RICHARD UNREIN

cc: L. H. Young
Attn: Duane Ridings

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

NOTED
H. S. COX

KLAMATH COUNTY ROAD DEPARTMENT

OFFICE OF
COUNTY ENGINEER

COURTHOUSE
KLAMATH FALLS, OREGON 97601

June 12, 1970

RECEIVED
JUN 15 1970
ENGINEER
COUNTY & CITY DIVISION

MEMORANDUM TO: Don Todd, City Engineer

FROM: Klamath County Director of Public Works

RE: Eastside Bypass, FAS #415 Project

Dear Don:

This memorandum is to confirm our telephone conversation of June 11, 1970 regarding Herbert Street and the Eastside Bypass in Klamath Falls, Oregon.

As discussed with you, the State wanted to know the answers to the following questions:

(1) Will the City agree to a cul-de-sac on Herbert Street at the Eastside Bypass?

You indicated that the City would agree to a cul-de-sac.

(2) Will the City accept a radius of twenty-five (25) feet for the improved surface?

You indicated that the City has and will accept a minimum of twenty-six (26) feet.

(3) Will the City officially close Herbert Street at the time of the cul-de-sac construction?

You indicated that this would be proper and acceptable.

Klamath County has suggested a cul-de-sac on Herbert Street as a traffic safety feature, this is why the State has posed these questions.

Thank you for your help on this matter.

Very truly yours,

Dave Hoerning

DH:ml
cc: R. H. Prange
Oregon State Highway Department

Copies to: Barbee
Olson
Tarpin

NOTED
HAROLD
REYNOLDSON

NOTED
R. H. PRANGE

NOTED
DON HARWELL

Jan #15

KLAMATH COUNTY ROAD DEPARTMENT

OFFICE OF
COUNTY ENGINEER

COURTHOUSE
KLAMATH FALLS, OREGON 97601

May 29, 1970

Mr. H. S. Cox
County and City Division
Oregon State Highway Department
Salem, Oregon 97310

Attention: Harold Reynoldson

Dear Harold:

Your letter of May 28, 1970 regarding the vacation of Old Fort Road has been referred to Don Todd, City Engineer, for answer.

I have one question that comes to mind as I look over your sketch. Has any consideration been given to the suggestion of a cul-de-sac on Herbert Street and the Eastside Bypass? It appears that if a cul-de-sac was provided it would eliminate two left hand turn movements on and off Herbert Street, which may be of a hazardous nature. Also, without channelization for Herbert Street, the Pacific Terrace connection could provide a refuge area for acceleration onto the Bypass.

It is reassuring to know that the project is firming up and the bid date is still scheduled for September.

Very truly yours,

Dave Hoerning

Dave Hoerning
Director of Public Works

DH:ml

Copy to: D. J Barbee
F E Terpin

RECEIVED
JUN 1 - 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
R. H. PRANGE

NOTED
H. S. COX

Mr. David Hoerning
Klamath County Engineer
Courthouse
Klamath Falls, Oregon 97601

May 28, 1970

Re: Esplanade Street-Fort Klamath Road Sect.
East Side Bypass
FAS 415
Klamath County

Dear Mr. Hoerning:

This letter is in regard to paragraph 3 in Mr. Donald Todd's letter dated May 20, 1970. In this paragraph, Mr. Todd is referring to a vacation order which is being requested by Mr. Stried.

If Mr. Stried is successful, then a cul-de-sac will be constructed at the end of Hillside Avenue. This cul-de-sac will be constructed, and the additional right-of-way required, approximately as shown colored in green on the attached sketch. However, if he is not successful, then we will connect Hillside Avenue and Fort Klamath Road as shown colored in red on this same sketch. In this later case, the necessary additional right-of-way is the small triangle also colored in red.

We need to know one way or the other by July 3 so we can complete our plans if this project is to go at the September 3 bid opening. Would you please inform the City of Klamath Falls.

If there are any questions, please contact us.

Very truly yours,

H. S. Cox
County and City Engineer

By: Harold Reynoldson
Planning Engineer

NOTED
MAINOR C. HOLMES

HR:ljt

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

HILLSIDE ADD
HERBERT ST.
DIXON
FORT KLAMATH RD.
ALAMEDA AVE
BONDO ST.
HILLSIDE AVE
Agreement RW-03798
U.S. Forest Lt.
Deed RW 8011
Deed RW 8115
Fern L. Yoder
Klamath Falls E & B Co.
Agreement RW-03797
Pole Line Road
Concrete Wall
Stone Wall
Stone Entrance
Wood Fence
Wire Fence
Concrete Walk
Oiled Dock
Conc. piers
Log Boom
Anchorage
Dolphins
Sanitary Sewer
Storm Sewer
L. Peterson
Brick Veneer
Frame
Asphalt
Gravel
Dirt
Lawn
Shrubs
Trees
Fence
Power Pole
Guy Wire
Light Pole
Fire Hydrant
Water Valve
Manhole
Catch Basin
Sign
Mail Box
Flag Pole
Bench
Curb
Gutter
Sidewalk
Driveway
Parking
Building
Garage
Shed
Porch
Steps
Entrance
Window
Door
Roof
Chimney
Vent
Antenna
Satellite Dish
Air Conditioner
Heat Pump
Water Heater
Furnace
Electric Meter
Gas Meter
Water Meter
Sewer Cleanout
Storm Drain
Inlet
Outlet
Culvert
Bridge
Railroad
Track
Switch
Signal
Platform
Station
Depot
Freight
Passenger
Express
Mail
Baggage
Crossing
Gate
Flasher
Bell
Whistle
Engine
Caboose
Boxcar
Flatcar
Tank Car
Hopper
Gondola
Refrigerator
Stock Car
Coal Car
Ore Car
Logging
Lumber
Timber
Pulpwood
Chips
Sawdust
Bark
Slash
Skid Road
Landing
Yarder
Loader
Truck
Trailer
Log Truck
Chip Van
Pickup
Car
Bus
Motorcycle
Bicycle
Pedestrian
Traffic
Signal
Stop
Yield
One Way
No Parking
Speed Limit
Intersection
Crosswalk
Median
Island
Roundabout
Interchange
Ramp
Overpass
Underpass
Tunnel
Bridge
Culvert
Ford
Ferry
Boat
Dock
Pier
Wharf
Marina
Boathouse
Lighthouse
Buoy
Channel
Shoal
Reef
Rock
Island
Peninsula
Cape
Bay
Harbor
Inlet
Outlet
River
Creek
Stream
Lake
Pond
Reservoir
Dam
Spillway
Gate
Valve
Pump
Well
Tank
Tower
Building
Garage
Shed
Barn
Silo
Corral
Fence
Gate
Cattle Guard
Windmill
Water Trough
Feed Lot
Pasture
Field
Crop
Irrigation
Ditch
Canal
Flume
Pipeline
Power Line
Telephone Line
Fiber Optic
Cable
Conduit
Manhole
Pole
Guy
Anchor
Transformer
Switch
Meter
Light
Sign
Mailbox
Bench
Flag
Hydrant
Valve
Meter
Box
Vault
Cover
Grate

NOTED
H. S. COX

Hal
Please acknowledge

SISTER CITY:
ROTORUA, NEW ZEALAND

CITY OF KLAMATH FALLS, OREGON

226 SO. FIFTH STREET --- TELEPHONE 884-3161
AREA CODE 503 --- ZIP CODE 97601

RECEIVED
MAY 22 1970
ENGINEER
COUNTY & CITY DIVISION

May 20, 1970

Mr. H.S. Cox
County-City Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97301

RE: Esplanade Street - Fort Klamath
Road Section East Side Bypass
FAS ~~451~~ 415 Klamath County

Dear Mr. Cox:

The Klamath County Engineer has referred to me for reply your letter of May 14, 1970, wherein you pose three questions regarding the construction of the above mentioned road segments.

1. We do not intend to remove the sewer lines within the Bypass right-of-way which are shown on the construction plans "to be abandoned". These lines range in diameter only from 6 to 10 inches and it appears to me that it would be more economical and less damaging to the subgrade to have them left in place. However, if there is some overriding consideration of which I am not aware, I will certainly be willing to discuss removal.

2. The widening of Laguna Street to 40 feet between Main Street and Old Fort Klamath Road is planned for the current construction season. At the present time we are awaiting appraisals on the parcels of property which we must acquire in order to accomplish the widening. I would assume that the Laguna Street project will occur more or less concurrently with the beginning of the bypass project.

3. Regarding the vacation of Old Fort Klamath Road between Alameda Street and Laguna Street, Mr. Stried has retained an attorney to prepare the necessary request and petition for the vacation. I have not yet received these documents but I assume that they will be forthcoming soon. I can see no good reason why the request for vacation should not be granted. I don't really think that the request and hearing will raise any strong objections from the surrounding property owners and my best guess is that the vacation will be granted sometime during the summer.

I hope that this provides the answers to the questions that you need. If I can be of any further assistance, please don't hesitate to call on me.

NOTED
MAINOR C. HOLMES

Very truly yours,

Donald D. Todd
City Engineer

Copy to Frank Terpin
~~E.I. Kreasy Dist Engr~~

NOTED
RICHARD UNREIN

cc: Dave Hoerning, Klamath County Engineer

J. F. Putnam

Noted
Oscar H. Norberg

NOTED
P. B. Accounting

NOTED
DON HARWELL

NOTED
H. S. COX

Mr. David Hoerning
Klamath County Engineer
Courthouse
Klamath Falls, Oregon 97601

May 14, 1970

Re: Esplanade St.-Fort Klamath Road Section
East Side Bypass
FAS 415
Klamath County

Dear Dave,

Would you please contact the City of Klamath Falls concerning the following questions:

1. Will the City have the old sewer line within the limits of our proposed project removed at the time the new system is being constructed?

2. Will the City widen Laguna Street to 40 feet between Main Street and Old Fort Klamath Road? Will this be done before, at the same time, or after our project?

3. What is the status of Mr. Strid's efforts in vacating the portion of Old Fort Klamath Road between Alameda Street and Laguna Street? If he has not accomplished this as yet, will it be done before this project is contracted?

The answers to these questions are needed to assist us in the design of this project.

Very truly yours,

H. S. Cox
County and City Engineer

By:
Harold Reynoldson
Planning Engineer

HR:ljt

NOTED
MAINOR C. HOLMES

NOTED
RICHARD UNREIN

Noted
Oscar H. Norberg

NOTED
P. B. Arentsmeier

NOTED
DON HARWELL

NOTED
H. S. COX

MEMO TO FILES
5/1/70

Re: Esplanade Street-Ft. Klamath Street Section
East Side ByPass
FAS 415
Klamath County

I contacted Mr. Todd, ~~County~~ City Engineer, today concerning the timing of the contracting of a city sewer along and within this section. I was informed that the City of Klamath Falls would let a contract for the sewer on June 15 and there would be a 90 day time limit, so our project cannot go before September 3, and maybe later.

Harold Reyboldson
Harold Reyboldson
Planning Engineer
County and City Department

HR:ljt

cc: D. J. Barbee
Frank Terpin
C. G. Swenson
J. F. Putnam

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

NOTED
H. S. COX

SALEM, OREGON
May 1, 1970

Mr. Clarence Gregg

Lab Building

Esplanade St.-Ft. Klamath Road Section
East Side ByPass
FAS 415
Klamath County

Mr. David Hoerning, County Engineer, informed me that he was not too concerned about the choice of base design for this project other than he wished for the least expensive. He felt that this choice should be more up to the State since this is on a State Highway. I told him we favored an asphalt treated base and he said that was fine with him.

HR

Harold Reynoldson
Planning Engineer
County and City Department

HR:ljt

NOTED
RICHARD UNREIN

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
MAINOR C. HOLMES

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

RECEIVED
APR 10 1970
FOR FILING

SU-4716(4)
7487

April 10, 1970

3318

Mr. Donald D. Todd
City Engineer
City of Klamath Falls
226 South Fifth Street
Klamath Falls, Oregon 97601

Dear Mr. Todd:

Re: Esplanade Street-Main Street Section
Klamath Falls-Malin Highway (FAS 415)
Klamath County

Reference is made to your March 24 letter to Mr. Cox in regard to this section. I have received a copy of a memo of your March 27 meeting and assume that you are now aware of the details of the proposed improvement and the problems involved in building between the U.S.R.S. canal and the existing properties fronting on Alameda Avenue.

Thank you for bringing this matter to my attention.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klabee
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
D. J. Barbee
H. S. Cox
J. F. Putnam

ADO:jp srb

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

March 30, 1970

Mr. Donald D. Todd
City Engineer
City Hall
Klamath Falls, Oregon 97601

Dear Mr. Todd:

This will acknowledge receipt of your letter of March 24, 1970 wherein you make comment on proposed FAS-C project on Alameda Avenue between Esplanade and Main.

I would again reiterate that a hearing can be arranged by requesting for same to the Klamath County Board of Commissioners. Deadline date for such request is April 3, 1970.

As you are in touch with Mr. Merritt, I assume you have made your wishes known to him and no doubt your memo will be transmitted in his project report, and you in turn will know the general plan he is submitting.

This office will keep in touch with this project and notify you of the latest changes; or, if you desire, we will arrange a meeting for you with our design people so that your views may be known.

Please advise this office of your desires.

Very truly yours,

H. S. Cox
County and City Engineer

HSC:mm

cc: F. B. Klaboe
D. J. Barbee

Routing
1 Barbee B
2 Hall
A. Olson
Campie
Terpin
Swenson
RECEIVED
MAR 30 1970
DESIGN DIVISION
Trout T
3
4 Hackleman
Wills
Scott
R. Olson
Carstensen

Meeting to Review Preliminary Plans

Esplanade St.-Old Fort Road Section
Klamath Falls-Malin Highway
Klamath County

In response to advertisement for requests for hearing on the proposed Esplanade St.-Old Fort Road Section of the Klamath Falls-Malin Highway, the following persons met in this office at 10:00 A.M. on March 26, 1970.

Dave Hoerning--Klamath County Engineer
Glenn Storey—Klamath County Planner
Donald Todd--Engineer, City of Klamath Falls
Harry D. Boivin--Attorney representing L. H. Strid
Ralph Thexton—235 Alameda Ave. Klamath Falls, Oregon
Leo Kamps--201 Alameda Ave. Klamath Falls, Oregon
Gene Bailie—207 Haskins Klamath Falls, Oregon
Les Bridges—149 Hillside Ave. Klamath Falls, Oregon
W. Reid Meritt--Oregon State Highway Department
Paul A. Cox--Oregon State Highway Department

At the beginning of the meeting the nature of project was explained with use of colored 1"=100' plan showing curb line, median, traffic lanes, parking, street connections and closures and using profile showing grades and typical section.

Mr. Harry Boivin, Attorney representing Mr. L. H. Strid who owns or controls numerous parcels of property in Blocks 11 and 12 (abutting on Old Fort Road) of Dixon Addition, advised that his client would like to have the Old Fort Road closed between Laguna St. and the proposed highway. I advised Mr. Boivin that I could see no objections to this closure as far as the Highway Department was concerned and that I felt it was primarily a matter of vacating it as a city street. Upon inquiry Mr. Todd, City Engineer, advised that he felt this was correct and based upon present design of the highway he had no real objections but if there were a frontage road on northerly side of highway then he would not be in favor of such vacation. The general feeling of the group seemed to be the same as that of Mr. Todd. In event of this closure a cul-de-sac would be constructed in area between Hillside St. and Old Fort Road adjacent to highway.

There was considerable discussion concerning routing of traffic over Laguna St. and Herbert St. to provide access to Main Street at southeasterly end of project. Mr. Todd advised that City of Klamath Falls had plans to widen Laguna St. between Main St. and Old Fort Road to a 40 foot street. It was generally agreed that Herbert St. between Alameda Ave. and Old Fort Road is too narrow to handle such traffic and especially so without the elimination of parking. Mr. Bridges was quite adamant as to his feeling that this portion of

MEETING AT RESIDENT ENGINEERS

Herbert St. was too narrow and should be widened if it were to become a main arterial but at no cost to property owners. He also expressed concern over elimination of parking and to loss of trees on his frontage which were of sentimental value to him. At close of meeting there was discussion of possibility of closing Herbert Street connection to the proposed highway and construction of cul-de-sac--this seemed agreeable to everyone.

Mr. Hoerning explained to those present that connection of Pacific Terrace was revised to provide more desireable angle of approach to the highway. Upon inquiry by Mr. Thexton and Mr. Kamps it was agreed that portion on curb on westerly side of proposed revised connection could be moved back to facilitate parallel parking between points approximately 75 to 200 feet northerly of intersection.

There was inquiry and discussion by property owners as concerns possible frontage road. It was explained by Mr. Todd and myself how such a frontage road might possibly be connected to the existing streets north of Main St. and to Esplanade St. via Eldorado Ave at northerly end of project. Mr. Kamps advised that he did not favor frontage road because of circuitous route and grades which would have to be followed to get across highway. Hazards of entering and leaving highway were pointed out to Mr. Kamps.

In answer to inquiry from property owners, it was again pointed out that present plans provided for a 10 foot parking on northeasterly side of highway from Esplanade St. to a point southeasterly of Herbert Street connection.

In answer to questions it was advised that a stage construction was going to be recommended--construction of southwesterly (right) half of roadway first while carrying traffic on existing street and then switch traffic over newly constructed portion and construct the northeasterly half of roadway. In answer to inquiry concerning the parking along road construction, it was advised that vehicles should be kept out of construction area.

Additional general discussions were held during session until 11:00 A.M. when meeting was adjourned as everyone seemed satisfied with project and had no further questions.

W. Reid Meritt

W. Reid Meritt
Resident Engineer

MEETING AT RESIDENT ENGINEERS OFFICE IN KLAMATH FALLS TO REVIEW PLANS FOR ESPLANADE ST - OLD FORT ROAD SECTION OF KLAMATH FALLS-MALIN HIGHWAY

NAME	ADDRESS	REPRESENTING
THEXTON RALPH	235 ALAMEDA AVE	SELF
Leo Kampe	201 Alameda ave.	Self
Glenn Story	Courthouse	County
Dewars Todd	226 So. 5th. St.	City of K.F.
Harry J Bonin	210 Bonin Bld.	L. H. Strid
Gene Bailie	207 Hawkins	Self
Leo Bridges	149 Hillside	Wy Dept.
Dave Sweeney	Court House	Klamath Co.

FAS-C

Deadline 4-3-70

SISTER CITY:
ROTORUA, NEW ZEALAND

CITY OF KLAMATH FALLS, OREGON

226 SO. FIFTH STREET TELEPHONE 884-3161
AREA CODE 503 ZIP CODE 97601

Hearing

March 24, 1970

H.S. Cox, County - City Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Dear Mr. Cox:

I have been in contact with Mr. Reed Merritt, your resident engineer here in Klamath Falls, regarding the plans for the Esplanade Street - Main Street segment of Alameda Avenue, FAS 415. Mr. Merritt is presently designing the improvement using criteria which I understand were developed in Salem. I am somewhat distrubed by the fact that the design parameters of the job appear to have been changed substantially from those suggested previously; in particular, the fact that no frontage road is apparently being proposed by the State Highway Department.

I feel quite strongly that the frontage road arrangement with controlled access at Main and Esplanade was superior to the present proposal. The questions which I would like to pose are as follows:

1. Was the frontage road arrangement given consideration by the Department?
2. If so, what were the reasons for selecting the present alternate?
3. Why have not the City nor County been notified or informed earlier of the selection?

While I am fully aware that the City is not a direct participant in the improvement agreement for this segment, I am unwilling to chance being put in the position of protesting the design at the eleventh hour and thus delaying construction of this much needed facility. Therefore, I request strongly that you keep us fully informed of the progress of and decisions made regarding this improvement.

Very truly yours,

Donald D. Todd
City Engineer

Copy to 3-25-70
Klaboe
Barbee
Putnam.

DDT:dr

RECEIVED
MAR 25 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

called Todd 3-25-70 & told him if he wanted; he could request a hearing - Headline 4-3-70. He says Hearing is trying to get by without a hearing Si

NOTED
DON HARWELL

ADT 1970-6,500
1990-11,000

DHV 1970-650
1990-1,100

SAFETY:_____

MEMO TO R. N. CHASE Date:_____

FAS 415, KLAMATH COUNTY, Esplanade Street-Fort Klamath Road SECTION

TERMINI: This project is within the City of Klamath Falls. The route is also Klamath Falls-Malin Highway #50. M.P. 4.94 to M.P. 4.46

PROPOSED WORK: Grade, drain, base, curb, illumination, traffic control signals and channelization.

PROJECT LENGTH: 0.61 mile

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	469,000	376,000	93,000	93,000	

EXISTING FACILITIES: 24' AC section for two 12' travel lanes. This section is partially curbed.

ADJACENT SECTIONS:

NORTH/~~EAST~~ END: FAP-4 (Loop)

SOUTH/~~WEST~~ END: Four 12' travel lanes, 16' median, and 4' shoulders paved with AC

PROJECT DATA: Grade, drain, base, curb and pave a roadway 78' in width. Pave with AC. Roadway to have four 12' travel lanes, 16' median, 4' shy distance from curb on the canal side (right side) of the roadway. Left side of roadway to have a 10' parking lane beside curb. Construct sidewalk and curb south of Main Street. Street connections, adjustments, traffic control devices, along with illumination of the Main Street junction and bridge connection. Rip rap to be placed on canal bank north of Main Street bridge. Signing and striping to be included in project and done by State forces. Construct fence on canal side.

RIGHT-OF-WAY: 100' minimum - part of this r/w is encroachment on the U.S.B.R. Canal.

ACCESS CONTROL: None
RAILROAD CROSSING: None

MINIMUM DESIGN STANDARDS: No portion below standard.

SYSTEM ACTION: Completed
PUBLIC HEARING: Offered 3/13/70 and 3/20/70. Not requested. (People concerned had an informal plan review 3/27/70.)
UNUSUAL OR COMPLICATED SITUATIONS: This project is to make a connection to the bridge which was constructed by project #SU 476(3).

ROUTE DATA: See SU-476(3)

Park and recreation area affected ---------- Not affected
Relocation assistance ---------- No one required to move so no relocation assistance.

Social, economic & environmental effects considered: Yes
Location and design approved: 7/1/70
Clearinghouse approved: 3/17/70

Hwy. at present does not have control of the utilities on the project but will by ~~the~~ agreement ~~////////////////////////~~ prior to award of contract.

RECEIVED
MAR 30 1970
FILING

REFERRED TO
Klabzuba
BY DEPUTY STATE HIGHWAY ENGINEER

Parsley

SU-4766(4)

EXECUTIVE DEPARTMENT

5 CAPITOL • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

EDWARD G. WESTERDAHL, II
Director

March 17, 1970

Mr. Forrest Cooper
State Highway Engineer
Department of Transportation
Highway Building
Salem, Oregon 97310

NOTED
F. B. KLABZUBA

Attention Mr. L. H. Young

HIGHWAY DIVISION PROJECTS--
Pleasant Valley-N. Beaver Creek Section Oregon Coast Highway
NE. 60th Ave.-Sandy Blvd. Section NE. Portland Highway
Eagle Creek-Estacada Section Clackamas Highway
Farmington Rd.-SW. Allen Ave. Section FAS 630
Esplanade St.-Ft. Klamath Rd. Section FAS 415

The above-named projects have been coordinated with the interested state agencies and all concur, with the provision that Highway Safety Program Standard No. 312 will be complied with.

Care must be taken on the Eagle Creek-Estacada section to protect fully the fish runs on Eagle and Currins Creeks. The silt loads should not exceed 5 Jackson Turbidity Units and water pollution should be avoided. To this end, the Eagle Creek Bridge plans should be coordinated with the Fish and Game Commissions.

We concur in these projects and note that their accomplishment will alleviate traffic flow on the sections being improved.

Edward G. Westerdahl, II

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

Copied to Young
3-23-70

NOTED
H. S. COX

March 4, 1970

Mr. David Boerning
Public Works Director
Courthouse
Klamath Falls, Oregon 97601

Dear Dave;

With regard to Fort Klamath Road-Esplanade Street Section of the Klamath Falls-Malin Highway (East Side By-pass), FAS 415, I am sending you 15 copies of a hearing map together with a suggested notice and letter to the newspaper. Copies of PPM 20-8 and instructions for advertising and holding public hearings were sent to you previously for other projects.

In discussing this matter with you on February 26, we concluded that you would first publish notices for interested persons to request a public hearing. It was your feeling that most of the people were overwhelmingly in favor of the project and that any inquiries concerning accesses, right-of-way, etc., could be handled on an individual basis without going through the expense of holding a formal public hearing.

If you receive no requests for a public hearing, please advise us of that fact and also state that the County has considered the social, economical, and environmental effects of the project and that the Highway Division is requested to give design approval to the project as planned.

Also, I am sending you a supply of Relocation Assistance brochures and registration cards for hand-outs at your hearings.

Very truly yours,

Robert H. Prange
Field Engineer
County and City Division

RHP:mm
Encl.

cc: F. B. Klaboe
D. J. Barbee
L. H. Young
J. F. Putnam

NOTED
P. B. Arasmeier

NOTED
HAROLD REYNOLDSON

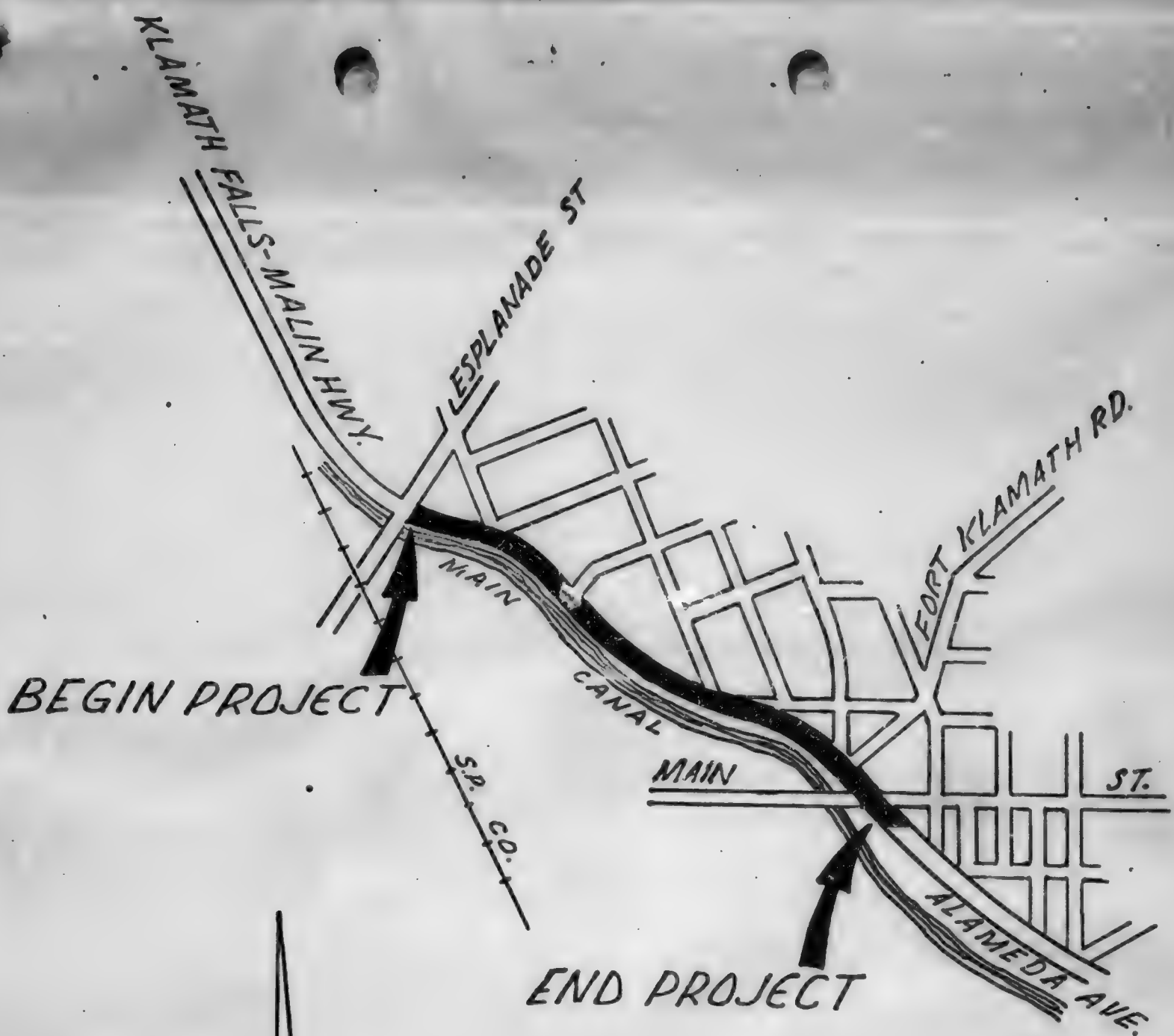
NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL



Hearing Map

FORT KLAMATH RD. - ESPLANADE ST.
KLAMATH FALLS - MALIN HWY.

KLAMATH COUNTY

Esplanade St. — Ft. Klamath Rd.

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

February 16, 1970

SU-476 (44)
7487

Executive Department
Federal Aid Coordination Unit
Room 5 State Capitol
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 01-270-02, attached in quintuplicate are the completed Notices of Intent to apply for federal assistance for five federal-aid highway projects as follows:

State Administrative District No. 1

Federal Aid Primary and Federal Aid Secondary	Pleasant Valley-N. Beaver Creek Section Oregon Coast Highway

State Administrative District No. 2

Federal Aid Urban	N. E. 60th Ave. -Sandy Blvd. Section N. E. Portland Highway
Federal Aid Secondary	Eagle Creek-Estacada Section Clackamas Highway
Federal Aid Secondary, County	Farmington Rd. -S. W. Allen Ave. Section FAS 630

State Administrative District No. 11

Federal Aid Secondary, County	Esplanade St. - Ft. Klamath Rd. Section FAS 415

The estimated date of filing for federal funds on these projects varies from April 10 to July, 1970. In order that these dates and the subsequent dates of contract letting may be met, your prompt attention to these proposals will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attachments

cc: R. E. Simpson, BPR
F. B. Klaboe
D. J. Barbee
R. L. Schroeder
H. S. Cox
B. L. Gifford
R. N. Chase

ATTACHMENT B

NOTICE OF INTENT

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

FROM: Applicant Agency State Highway Division (Address) Salem

Contact Person L. H. Young (Phone) 2761

1. Project Location

Administrative District 11 City Klamath Falls

County Klamath Special District(s) (if applicable) -

Other affected jurisdictions/agencies -

---

2. Federal Program

Common Program Name Federal Aid Secondary

Authorizing Legislation Title 23, USC., Highways (Public Law No. and Title)

Fed. Admin. Agency: Dept. Department of Transportation

Agency Bureau of Public Roads

3. Estimated Project Cost

Federal Share ☐ Loan ☒ Grant 300,000

Local Applicant Share 100,000 Klamath Co.

*State Agency Share 115,000

Other (specify) -

TOTAL 515,000

Source of State Agency Share (if any)

General Fund -

Other Funds (specify) -

*Total State Agency Share 115,000

*Indicates totals should be equal.

---

4. Estimated Application Filing Date July 1970

---

5. Project Description (Please use back of page, attaching supplemental sheets if necessary.)

Esplanade St. - Ft. Klamath Rd. Section, FAS 415

Project to consist of preliminary engineering, right of way acquisition, grading, paving and incidental work to improve the existing two lane facility to a curbed four lane section.

F 7 S 4 15
Klam Co

NOTED
H. S. COX

OREGON STATE HIGHWAY DEPARTMENT

DIVISION 4

P. O. BOX 1249 • BEND, OREGON • 97701 • Phone 382-1911

February 3, 1970

Dave Hoerning
Director of Public Works
Klamath County Road Department
Klamath Falls, Oregon 97601

Dear Dave:

We are as anxious as you to complete the final link of the Eastside By-Pass between Esplanade and Main Street. However many things must be done prior to the project being let. At the present time Mr. Reid Meritt is preparing plans for the work and upon their completion it will be necessary to determine whether or not a hearing is required. As you well know, we are confined between the canal and residences, and are having to "scratch our heads" to come up with a reasonable design. This takes some time, but we are pushing it as fast as possible. As it is necessary for the Highway Commission to fund projects prior to their contract letting this contract was set up to be let in September taking into consideration the possibilities of delays.

We will proceed with all speed to get our portion of the work done with the hopes that the project might be let prior to set date. However, this looks very doubtful at this time.

Yours truly,

OREGON STATE HIGHWAY DIVISION

J. F. Putnam

J. F. Putnam
Division Engineer

RECEIVED
FEB 4 - 1970
ENGINEER
COUNTY & CITY DIVISION

JFP/dk

cc - County & City
J. L. Gunter
Reid Meritt

NOTED
HAROLD
REYNOLDSON

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

ATTACHMENT B

NOTICE OF INTENT

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

FROM: Applicant Agency State Highway Division Salem (Address)

Contact Person L. H. Young 2761 (Phone)

1. Project Location

Administrative District 11 City Klamath Falls

County Klamath Special District(s) (if applicable) -

Other affected jurisdictions/agencies -

---

2. Federal Program

Common Program Name Federal Aid Secondary

Authorizing Legislation Title 23, USC., Highways (Public Law No. and Title)

Fed. Admin. Agency: Dept. Department of Transportation

Agency Bureau of Public Roads

3. Estimated Project Cost

Federal Share ☐ Loan ☒ Grant 300,000 Source of State Agency Share (if any)

Local Applicant Share 100,000 Klamath Co. General Fund -

*State Agency Share 115,000 Other Funds (specify) -

Other (specify) -

TOTAL 515,000 *Total State Agency Share 115,000

*Indicates totals should be equal.

---

4. Estimated Application Filing Date July 1970

---

5. Project Description (Please use back of page, attaching supplemental sheets if necessary.)
Esplanade St. - Ft. Klamath Rd. Section, FAS 415
Project to consist of preliminary engineering, right of way acquisition, grading, paving and incidental work to improve the existing two lane facility to a curbed four lane section.

Length of Project 0.5 mile

Work Narrative This project is to grade, drain, base, curb and pave with A. C. a roadway with four 12-foot travel lanes, shoulders varying from 4 feet to 10 feet, and median varying from 2 feet to 8 feet.

See attached map for geographic location.

F 7S 4 15
Klam Co

NOTED
H. S. COX

OREGON STATE HIGHWAY DEPARTMENT

DIVISION 4

P. O. BOX 1249 • BEND, OREGON • 97701 • Phone 382-1911

February 3, 1970

Dave Hoerning
Director of Public Works
Klamath County Road Department
Klamath Falls, Oregon 97601

Dear Dave:

We are as anxious as you to complete the final link of the Eastside By-Pass between Esplanade and Main Street. However many things must be done prior to the project being let. At the present time Mr. Reid Meritt is preparing plans for the work and upon their completion it will be necessary to determine whether or not a hearing is required. As you well know, we are confined between the canal and residences, and are having to "scratch our heads" to come up with a reasonable design. This takes some time, but we are pushing it as fast as possible. As it is necessary for the Highway Commission to fund projects prior to their contract letting this contract was set up to be let in September taking into consideration the possibilities of delays.

We will proceed with all speed to get our portion of the work done with the hopes that the project might be let prior to set date. However, this looks very doubtful at this time.

Yours truly,

OREGON STATE HIGHWAY DIVISION

J. F. Putnam

J. F. Putnam
Division Engineer

RECEIVED
FEB 4 - 1970
ENGINEER
COUNTY & CITY DIVISION

JFP/dk

cc - County & City
J. L. Gunter
Reid Meritt

NOTED
HAROLD
REYNOLDSON

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

Jas 415
Klam Co
x-ref'd K Falls

Mr. Lawrence C. Casey
City Manager
City Hall
Klamath Falls, Oregon 97601

January 30, 1970

Dear Mr. Casey:

After conferring with our Design Department, it was decided that you should be advised that upon completion of the Main Street bridge, a temporary approach (on the easterly side) should be constructed and there is no reason why present signing should not be sufficient until the major roadway construction has been completed. It would probably be helpful if Hillside Avenue and Fort Klamath Road could be closed, thus forcing the use of Main Street.

An approach on the easterly side of the bridge should be temporary in nature and in the interests of economy. The westerly approach could, of course, be permanently constructed. Klamath County will do this work.

Very truly yours,

NOTED
H. S. COX

H. S. Cox
County and City Engineer

HSC:ljt

cc: D. J. Barbee
U.F. Putnam

NOTED
HAROLD
REYNOLDSON

NOTED
R. H. PRANGE

NOTED
P. B. Arensmeier

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED

NOTED
JON HARWELL

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
January 26, 1970

fns 4/15

SUBJECT: Alameda Ave.-Main St. Section
Klamath Falls

To: H. S. Cox
County-City Engineer
B U I L D I N G

RECEIVED
JAN 26 1970
ENGINEER
COUNTY & CITY DIVISION

You have submitted to this office a copy of Lawrence Casey's letter of January 14 wherein there are posed certain questions having to do with traffic control at the above location.

Upon completion of the new bridge and until such time as the Main Street-Esplanade Street Section of the East Side Bypass is completed, it would be possible to signalize the intersection if some of the side street access into Alameda was eliminated; however, as stated previously, the final decision as to the type of control should be the city's choice.

As a part of the reconstruction of the Bypass, five-phase, fully-actuated traffic signals should be installed at this intersection. The estimated cost is $28,000.

The remaining questions are within the province of the Design Division.

L. E. George
Assistant Traffic Engineer

LEG:mk
J.F. Putnam

NOTED
DON HAIRWELL

12-26-69

SISTER CITY:
ROTORUA, NEW ZEALAND

CITY OF KLAMATH FALLS, OREGON

226 SO. FIFTH STREET --- TELEPHONE 884-3161
AREA CODE 503 --- ZIP CODE 97601

January 14, 1970

NOTED
H. S. COX

FAS 415

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Cox:

Reference is made to your letter of December 11, 1969, concerning the stop signs at the Alameda Avenue-Main Street intersection in Klamath Falls.

It appears the new bridge over the U.S.B.R. Canal at this intersection will be completed before construction is started on the incompleted portion of the East Side Bypass. Consequently, it is apparent that some form of traffic control will have to be installed at this intersection pending the installation of signals. I would appreciate it very much if you would give us a recommendation on how this intersection should be controlled during the interim between the completion of the bridge and the installation of traffic signals.

Your letter indicates the City should specify the type of permanent traffic control devices it desires at this intersection. This is rather difficult to do until we have access to the final plans defining the exact location of the incompleted portion of the East Side Bypass. It is also difficult to budget for this installation since we are not sure just what the time schedule is on the bypass construction project.

In the circumstances, I would like to suggest the following:

1. The City be notified when you anticipate the final plans for the East Side Bypass will be available for review.

2. The City be given a definite time concerning the construction schedule for the incompleted portion of the East Side Bypass, i.e., the fiscal year in which the work is scheduled.

RECEIVED
JAN 15 1970
ENGINEER
COUNTY & CITY DIVISION

Copy to Crandall 1-19-70 (take action)
" " Barbee 1-19-70 (" ")
" " Putnam. 1-19-70

NOTED
R. H. PRANGE

NOTED
DON HARWELL

In the meantime we certainly want to get the wheels in motion to install signals at this intersection as soon as possible; therefore, please consider this letter a formal request to signalize the Alameda-Main Street intersection. As I previously indicated, it is difficult to give you the type of signalization desired until we have the aforementioned information. However, we would like to suggest that the following provisions apply to such signalization:

1. Old Fort Road and Hillside Street should not have access to the intersection.

2. No left turns from Main Street eastbound to Alameda northbound.

3. Free right turn and acceleration lane from Main Street eastbound to Alameda southbound.

It may very well be possible to signalize this intersection before the construction is started on the Bypass. If it is possible, perhaps you could give us an estimate of the cost of this installation and, also, how much it would cost to tie it into the completed Bypass at a later date.

I hope you can give me some of this information in the next month or two so we can consider the financial aspects in our 1970-71 budget, if necessary.

Sincerely yours,

Lawrence C. Casey

Lawrence C. Casey
City Manager

LCC/sw

NOTED
H. S. COX

December 11, 1969

Mr. Donald D. Todd
City Engineer
City Hall
Klamath Falls, Oregon 97601

Dear Sir:

Reference is made to your letter of December 5 pertaining to the removal of the Alameda Avenue-Main Street stop sign.

It is apparent that the stop sign should be removed now that one of the intersection's approaches is covered due to the construction, deleting the need for the four-way stop at this location during the interim of construction.

Please be advised that, upon completion of construction, the City of Klamath Falls and/or Klamath County should present, in writing, their desire as to the type and installation of permanent traffic control devices.

We will undertake the removal of the existing stop signs in the immediate future.

We trust this will satisfactorily comply with your request and invite any inquiries in this regard.

Happy Holiday to you!

Very truly yours,

Forrest Cooper
State Highway Engineer

H. S. Cox

By: H. S. Cox
County and City Engineer

cc: J. P. Putnam, Div. Engr.--Please remove sign
John Gunter, DSS
L. C. Casey, City Manager
cc - Dave Hoerning
Dc Cooper-Porter, Edwards, Kleber
Hemstreet, Tipprell, Crandall

NOTED
HAROLD
REYNOLDSON

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

K. Falls
FAS 415

FORM E-80-X (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon 97310
December 10, 1969

To: MEMO TO FILE

SUBJECT:

This letter is to indicate for the file the fact that I have discussed with Mr. Edwards the matter of removing a "STOP" sign from the intersection of Main and Alameda in Klamath Falls. In view of the fact that one approach to the intersection is now severed because of construction, the need for a four-way stop at this location no longer exists during the period of construction.

Based on discussions with Mr. Edwards, the "STOP" sign should be removed, and at such time as construction is complete, the City of Klamath Falls should be requested to state their desire for the type and installation of permanent traffic control devices. In other words, let the City advise us what they wish to do with this location after construction on the Main Street Bridge has been completed.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Assistant Traffic Engineer

LEG:mk
Attachment
cc: Tom Edwards (Attach.)
E. S. Hunter (Attach.)
J. F. Putnam (Attach.)
H. S. Cox (Attach.)

NOTED
DON HARWELL

NOTED
H. S. COX

SISTER CITY:
ROTORUA, NEW ZEALAND

CITY OF KLAMATH FALLS, OREGON

226 SO. FIFTH STREET ... TELEPHONE 884-2161
AREA CODE 503 ... ZIP CODE 97601

RECEIVED
DEC 8 1969
ENGINEER
COUNTY & CITY DIVISION

December 5, 1969

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

ATTENTION: Mr. H.S. Cox
County and City Engineer

Gentlemen:

The contractor for the Main Street Bridge over the U.S.B.R. "A" Canal adjacent to Alameda has begun demolition work on the existing bridge structure. This has temporarily denied access to one of the major legs of the intersection, which if you will recall is presently controlled with a boulevard stop on each leg. It seems logical, therefore, to reconsider at this time the removal of the existing stop signs on Alameda Avenue.

I have received informal requests from two of our Councilmen to pursue this matter. As you know, at the time the signs were installed the matter was quite controversial and the traffic delay at the intersection is substantial. Without the Main Street leg I am confident that the intersecting traffic counts will not justify the maintenance of the Alameda Street stop signs in their present location, particularly since the possibility of pedestrian conflicts has been eliminated.

I would appreciate it if you would give this matter some further thought and advise me as to your conclusions regarding the removal of these stop signs.

Very truly yours,

Donald D. Todd
City Engineer

Copy to Crandall Dec 8, '69
" " Putnam " 8, '69

DDT:sh

cc Mr. John Gunter
District Maintenance Superintendent
Oregon State Highway Department
2557 Altamont Drive
Klamath Falls, Oregon 97601

NOTED
HAROLD REYNOLDSON

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED

NOTED
DON HARWELL

RECEIVED
OCT 20 1969
FOR FILING

SU-476(4)
7487

October 28, 1969

MISC. CONTRACTS and
AGREEMENTS No. 3354

Board of County Commissioners
Klamath County
Courthouse
Klamath Falls, Oregon 97601

Attention: William Milne
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of an agreement with Klamath County, City of Klamath Falls, and the Oregon State Highway Commission covering Esplanade Street-Fort Klamath Road Section of FAS 415.

We are sending the City of Klamath Falls a fully executed copy of this agreement and we will retain one for the Commission's files.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

2hm
Attachment

cc H. S. Cox
(conformed agreement attached)

DISCARD
SEP 22 69
FOR FILM

GAME COMMISSION

SH-476(4)

OFFICE OF THE DIRECTOR

1487

RECEIVED
SEP 15 1969
DESIGN
DIVISION

P. O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 222-9611

TOM McCALL
GOVERNOR

COMMISSIONERS
GEORGE L. HIBBARD, Chairman
J. PAT METKE, Vice Chairman
JOHN P. AMACHER, Member
JOSEPH W. SMITH, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
State Game Director

September 11, 1969

Klaboe

State Highway Engineer
State Highway Department
Salem, Oregon 97310

REFERRED TO
Hall
By Asst. State Hwy. Engr.
9-15-69

Attention: Mr. Frank Hall

Dear Sir:

We are replying to your letter of August 26, 1969, which referred to the plans of six projects as follows:

cc's sent 9-16-69

F.B. Klaboe /
L.H. Young
F.E. Terpin (6)
T.C. Roake (6)
C.G. Swenson
W.H. Tebeau
L.W. Rulien (2)
R.D. Asburry (2)
C.T. Keasey (6)
J. F. Putnam (2)

1. Sutherlin Interchange-Grave Creek
   Pacific Highway, Douglas and Josephine Counties

2. Cedar Hills Boulevard Interchange
   Sunset Highway, Washington County

3. Biddle Road Interchange (Medford)
   Crater Lake Highway, Jackson County

4. South Yamhill River (Grand Ronde) Bridge
   FAS 915, Polk County

5. Jumpoff Joe Creek-Louse Creek Interchange
   FAS 17-102, Josephine County

6. Esplanade Street-Fort Klamath Road
   FAS 415, Klamath County

There will be no conflict with fishery resources on any of the above projects, and they are approved.

We appreciate the opportunity to comment on these projects.

RECEIVED
SEP 12 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

ROK:js

cc: Dir. OFC

34-1128 Wilson R. Hwy. Interch.-N. Plains '70
Interch. Sec., of Sunset Hwy. (Grad.,
#7488 pav., struc., sign. & illum.)

RR-678
ORNL-3855

RECEIVED
APR 28 1972

7488

April 26, 1972

Wells-Reed-Wood-West Co.
412 Failing Building
Portland, Oregon 97204

Seaboard Surety Company
315 Montgomery Street
San Francisco, California 94104

United Pacific Insurance Co.
P.O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On March 14, we wrote to you concerning release of final payment on Contract No. 7488 awarded to Slate-Hall-Hamilton Construction Company for work on the Wilson River Highway Interchange-North Plains Interchange Section of the Sunset Highway in Washington County.

Final payment on this contract is $926.60 and the total contract amount is $3,024,604.94 including $26,311.16 for work performed under force account.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
cc Slate-Hall-Hamilton Construction Co.
P.O. Box 19236
Portland, Oregon 97219

Great American Insurance Co.
3030 9th Avenue
Seattle, Washington 98121

Seaboard Surety Co.
100 William Street
New York 38, New York

C. T. Keasey
Walt Hart
V. E. Skoog
Attn: John Herr
L. W. Rulien

RECEIVED
MAR 14 1972
FOR FILING

7488

DATE March 13, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7488 Work Completed December 15, 1971

Project Wilson River Highway Intchge. -North Plains Intchge.

Type of Work grading, paving, structure, signing and illumination

Highway Sunset County Washington

Contractor Slate - Hall - Hamilton

Recommended acceptance date March 10, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on April 4 for your formal concurrence.

VG:alc

cc: Floyd Query
F. B. Klabbe
A. R. Johnson
L. H. Young
F. D. Morgan
W. J. Hart

RECEIVED
MAR 22 1972
FOR FILING

7488

4-H
#1

February 25, 1972

Slate-Hall-Hamilton Construction Company
P. O. Box 19238
Portland, Oregon 97219

Gentlemen:

The State Highway Commission on February 22, 1972, granted you an extension of 59 days on Contract No. 7488 for work on the Wilson River Highway Interchange-North Plains Interchange Section of the Sunset Highway in Washington County.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:kl

bc W. D. Morgan
V. E. Skoog
L. W. Mullen
James Cochell

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 10, 1972

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

SUBJECT: Wilson River Hwy. Interchange-
North Plains Interchange Section
Contract No. 7488
Request for Tim e Extension

Slate-Hall and Hamilton Construction Company, joint venture contractors on the Wilson River Highway Interchange-North Plains Interchange Section of the Sunset Highway, requests a 59 calendar day extension of the contract time. The contractor cites four added work items. These are all sound reasons justifying extension. Some pertinent dates are:

Bids opened	October 1, 1970
Work started	October 5, 1970
360 calendar days allowed expired	October 17, 1971
Project completed	December 15, 1971

59 days liquidated damages at $300 per day = $17,700.

You will note the contractor started promptly and he made a special effort to do enough embankment work in the vicinity of structures early so that structures work could proceed through the 1970-71 winter. There are five significant added orders:

Price Agreement 1, February 4, 1971, extend box culvert (near scale site) $31,320.00.

Price Agreement 2, May 4, 1971, Construct Dersham Road Interchange $129,000.

Price Agreement 3, May 4, 1971, Widen East Dairy Creek structure, $44,278.

Extra Work Order 2, May 4, 1971, Flagging for PA 3 work $5,000.

Price Agreement 8, September 10, 1971, Permanent signing at Dersham Road $19,850.

These added orders amount to over $229,000 or 8 percent of the original contract amount. On just a time-money basis, this would justify 29 days, but the relatively late timing on some of them justifies more than that. At the time the contract time allowed expired (October 17, 1971), the contract was 91 percent done. Work was under way on Price Agreement 3 (Dairy Creek) and Price Agreement 8 (Dersham Road signing). The paving was virtually complete. A very late decision to do some additional guard-rail work, partly under bid items, was made after the project was on liquidated damages. The last work done on the project was on Price Agreement 8.

The 59-day extension requested, which would delete all liquidated damages, is clearly justified. This was a State project. Since we have just missed a Commission meeting and considering the comparatively large amount of liquidated damages we are holding, I recommend that verbal approval be obtained. A rough draft on this basis is attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

JAB:fw
Attach.
cc V. L. Gallagher

RECEIVED
JAN 11 1972
OFFICE OF
STATE HIGHWAY ENGINEER

34-1128
7488

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Wilson River Hwy. Inter. North Plains Inter.		WEEK ENDING: February 12, 1972
		SECTION PREFIX: 34-1128
HIGHWAY: Sunset		COUNTY: Washington
NAME OF JOB: Wilson River Hwy. - N. Plains Inter.	KIND OF WORK: Grading, Paving, Structures, Signing & Illumination	
CONTRACTOR: Slate-Hall-Hamilton	CONTRACT NUMBER: 7488	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: October 6, 1970	DATE WORK STARTED: October 6, 1970	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS 360	WORK DAYS USED / CALENDAR DAYS USED 419
PROJECT AUTHORIZATION: $ 3,245,624.43	SPECIFIED COMPLETION DATE: October 17, 1971	PERCENT OF TIME ELAPSED: 116.4%
EXCLUSIVE OF ENGINEERING: $ 3,014,824.47	ENGINEERING AUTHORIZATION: $ 230,799.96	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 3,036,053.06	ENGINEERING COST TO DATE: $ 228,300.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT OVERRUN: 0.8%	PERCENT OF AUTHORIZATION: 98.9%	DATE PROJECT WAS COMPLETED: December 15, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	SURFACE PAVE.	MAT'L. PROD.	C.T.B.	
100	100	100	100	100		100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	3.46	3.46		3.46	3.46
MILES PARTIALLY COMPLETED					
MILES COMPLETED	3.46	3.46		3.46	3.46
TOTAL ESTIMATED QUANTITIES (CONTRACT)	490,000	32,600		43,700	44,000
TOTAL QUANTITIES CORRECTED TO DATE	462,939	31,753		53,196	47,565
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	462,939	31,753		53,196	47,565
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY	0	0		0	0
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES) R.C.B.C.

BRIDGE NO.	6999A	2366B	6519A	9915	2367A	Lt. Ext.	Rt. Ext.	Scale Site
PERCENT	100	100	100	100	100	100	100	100

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy			
MONDAY	Partly Cloudy			
TUESDAY	Partly Cloudy			
WEDNESDAY	Clear-Fair			
THURSDAY	Clear-Fair			
FRIDAY	Showers			
SATURDAY				

Routing: Kinsey, Bond, Walker, Johnson, Peaso, Glenn, Litchfield, Berg

RECEIVED
FEB 14 1972
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

Feb. 6 SUNDAY	
7 MONDAY	No work
8 TUESDAY	No work
9 WEDNESDAY	No work
10 THURSDAY	No work
11 FRIDAY	No work
12 SATURDAY	

REMARKS

The Semi-Final Estimate is being submitted to the Regional Office today Feb. 11, 1972.

*** Final Report ***

cc: Bridge
Construction (2)
Regional Office
File

SIGNED James W. Cochell LOCATION Tigard, Oregon

James W. Cochell

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
JAN 17 1972
HIGHWAY DIV.

34-1128

7488

January 14, 1972

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 1
February 22, 1972 Meeting

Slate-Hall and Hamilton Construction Company, joint venture contractor on the Wilson River Highway Interchange-North Plains Interchange Section of the Sunset Highway in Washington County, Contract No. 7488, has requested a 59-calendar-day extension of the contract time, citing four added work items. The project was completed December 15, 1971, with 39 days liquidated damages at $300 per day for a total amount of $17,700.

Bids were opened on this project October 1, 1970, and work started promptly on October 5. The contractor made a special effort to do enough embankment work in the vicinity of structures early so that the structures work could proceed through the 1970-71 winter. There were five significant orders added totaling over $129,000, or 8 percent of the original contract amount. These covered the addition of Dersham Road Interchange and widening of two existing structures. Some of this added work was the last done on the contract and when it was on liquidated damages.

I recommend that the contract time be extended 59 days which will delete all liquidated damages. This was a State project.

This was approved by the Chairman verbally on January 13, 1972, and will be on the agenda for confirmation at the February 22 meeting.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

cc Floyd Query
George M. Baldwin
F. B. Klaboe
A. E. Johnson
F. D. Morgan
V. E. Skoog
L. H. Young
Gary Ross
Gary Sund
L. W. Rulien
JAB:fw ms

NOV 3 - 1971

34-1128

7488

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 29, 1971

RAILROAD COMPANIES
File No. 672

To: Mr. Floyd Query
Secretary
State Highway Commission
BUILDING

SUBJECT: Easement for Overcrossing
Wilson River Highway Junction -
North Plains Section
Sunset Highway
Washington County
R/W No. 44024
PUX 720

Attached you will find one copy of the subject easement.

The original has been handed to Velda DeGuire in Mr. Saling's office for processing.

Distribution of conformed copies has been made as indicated below.

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
Enclosure
cc: A. E. Johnson
E. S. Hunter
I. D. Merchant
R. N. Bothman
V. E. Skoog
E. F. Saling
J. L. Sollis
L. W. Rulien
J. W. Cochell
Enrique Rodriquez
R. H. Rumbolz

Fran

NOTED
FLOYD QUERY

BURLINGTON NORTHERN

INDUSTRIAL AND ECONOMIC
DEVELOPMENT DEPARTMENT

820 Central Building
Seattle, Washington 98104
Telephone (206) 623-5560 or 624-1900

October 27, 1971

Mr. T. W. Litchfield
Utilities Liaison Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Litchfield:

Re: Proposed easement Vadis overcrossing Wilson River Jct. - N. Plains Sec. Sunset Hwy. - Wash. Co. R/W file 4402h.

On August 23, 1971 we forwarded to you easement dated August 9, 1971 executed by the Spokane, Portland and Seattle Railway Company and Burlington Northern Inc. covering the above mentioned crossing.

To date we have not received the consideration for this easement and would appreciate receipt of same as soon as possible.

Richard D. Larson
Regional Manager Real Estate

By: H. E. Hudson
H. E. Hudson
Sr. Real Estate Representative

HEH:ja

Routing

Morgan — Parks
Dacker — Grant
Bond — Clark
Jones — Manager
Johnson — Stolz

RECEIVED
OCT 28 1971
CONSTRUCTION
DIVISION

BURLINGTON NORTHERN

INDUSTRIAL AND ECONOMIC
DEVELOPMENT DEPARTMENT

820 Central Building
Seattle, Washington 98104
Telephone (206) 623-5560 or 624-1900

August 23, 1971

Mr. T. W. Litchfield
Utilities Liaison Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Litchfield:

Re: Proposed easement Vadis overcrossing Wilson River Jct. --
N. Plains Sec. Sunset Hwy.--Wash. Co. R/W file 44024

Enclosed is easement dated August 9, 1971, executed by Spokane, Portland and Seattle Railway Company and its lessee, Burlington Northern Inc., covering the above-mentioned crossing.

Will you please forward the $250.00 consideration.

Sincerely,

Richard D. Larson
Regional Manager Real Estate

By: H E Hudson

H. E. Hudson
Senior Real Estate Representative

Routing C

Morgan, Docker, Bond, Walker, Boehms, Johnson, Pease, Swan, Glenn, Litchfield, Gallagher, Stein

RECEIVED
AUG 24 1971
CONSTRUCTION
DIVISION

HEH/fm

Encl: Easement

Copy to E F Saling w/ Easement out

RECEIVED
OCT 27 1971
FOR FILING

34-1128
7488

MARWAIS STEEL COMPANY

One Barrett Avenue • P.O. Box 1208 • Richmond, Calif. 94802
Telephone 524-7311 • Cable Address: Welsmar

October 22, 1971

CERTIFIED MAIL NO. 371990, 371991, 371992

RETURN RECEIPT REQUESTED XXX

REFERRED TO
BY SECRETARY
10-26-71

Re: Oregon Highway Department
Contract 7488

Slate-Hall-Hamilton
7805 S. W. 40th Avenue
Portland, Oregon

Gentlemen:

This is to advise you that on Oct. 12, 1971, we shipped Highway Guard Rail material for installation on the above project to Coral Corporation of Gladstone, Oregon, a sub-contractor for your firm on this project. This material was billed on our invoice no. 10-031, dated 10/12/71 in the amount of $ 6,488.04.

This advice is a routine procedure followed by this Company and is not a refection of the credit standing of your sub-contractor.

Very truly yours,

MARWAIS STEEL COMPANY

James E. Cameron jms
James E. Cameron
Credit Manager

JEC:cb

CC: Coral Corporation
Sub-contractor

State of Oregon, Salem

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 21, 1970

To: Mr. Ted Litchfield

SUBJECT: Easement
Spokane, Portland &
Seattle Railway Company
PUX 720 R-44024

B U I L D I N G

B/mp 7/21

I have reviewed the proposed easement submitted by the Spokane, Portland & Seattle Railway Company, and find that it is unacceptable. Paragraph V of the Easement states "this easement is granted upon the condition that the Railway Company shall not be liable to the State for damage to the highway structure or its appurtenances resulting from railroad operations, whether caused or contributed to by negligence on the part of the Railway Company."

In replying to the railroad, I would remind them that in our undercrossing agreement with them on the Columbia River Highway, we did not require that we be free from liability if we squashed their undercrossing structure whether negligently or otherwise. We, therefore, feel that we are entitled to the same consideration in this case.

This is the first time I have seen any such language as this requested by a railroad and suspect that this is probably something Mr. Franzke has tried to work in, in order to harpoon us again.

Jack L. Sollis

JACK L. SOLLIS
Asst. Attorney General

JLS:gc

cc: Mr. L. I. Lindas

Routing

Morgan
Docker
Bond
Walker
Boehme
Johnsen

RECEIVED
APR 21 1970
CONSTRUCTION DIVISION

Peace
Swan
Glenn
Litchfield
Gallagher
Stein

E A S E M E N T

KNOW ALL MEN BY THESE PRESENTS, that SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY, a Washington corporation, hereinafter called "Railway Company," in consideration of the sum of TWO HUNDRED FIFTY and NO/100 ($250.00) DOLLARS to it paid by the STATE OF OREGON, by and through its State Highway Commission, hereinafter called "State," has given and granted and does hereby give and grant unto the State of Oregon the right and easement to construct and maintain an overhead highway bridge and slopes over, across and upon the Railway Company's right of way and track lying within the following described premises to-wit:

A parcel of land lying in the T. R. Cornelius D.L.C. No. 39, Township 1 North, Range 3 West, W.M., Washington County, Oregon; the said parcel being that portion of the right of way of the Spokane, Portland and Seattle Railway Company, included in a strip of land variable in width, lying on each side of the center line of the Westbound lane of the Sunset Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station "WB" 2452+00, said station being 2038.92 feet South and 657.70 feet West of the Northwest corner of the T. R. Cornelius D.L.C. No. 38, Township 2 North, Range 3 West, W.M.; thence South 60° 05' 43" East 3800 feet to Engineer's center line Station "WB" 2490+00.

The widths in feet of the strip of land above referred to are as follows:

Station	to Station	Width on Northeasterly side of center line	Width on Southwesterly side of center line
"WB" 2472+00	"WB"2478+00	100	205
"WB" 2478+00	"WB"2483+00	100	205 taper to 180
"WB" 2483+00	"WB"2486+00	100	180
"WB" 2486+00	"WB"2490+00	100 taper to 80	180

EXCEPT therefrom that property described in that easement to the State of Oregon, acting by and through its State Highway Commission, recorded in Book 263, Page 351 of Washington County Deed Records.

Bearings are based upon the Oregon Co-ordinate System, North Zone.

The parcel of land to which this description applies contains 0.69 acre, more or less.

This easement is made subject to and upon the following express conditions:

1. The State agrees at its sole cost and expense to provide adequate drainage of the Railway Company's property in connection with construction and maintenance of said overhead highway bridge and slopes, and also agrees to reimburse the Railway Company for any and all expense incurred by it by reason of any failure of the State to provide such drainage.

2. This easement is granted upon the condition that said viaduct or overhead highway bridge shall have a vertical clearance of not less than twenty-three feet over the top of rails of the Railway Company and that the piers or abutments supporting said viaduct or overhead highway bridge shall have a horizontal clearance of not less than ten feet from the center line of the nearest railroad track.

3. The State agrees that in removing snow from the overhead highway bridge it shall perform said work in such a manner as not to deposit the snow upon the roadbed and track of the Railway Company.

4. If the State shall permanently cease to use the premises, or any part thereof, for overhead highway bridge and slope purposes, other than that part of said premises so abandoned or vacated by law or otherwise shall revert to the Railway Company without notice or other proceedings on the part of the Railway Company, and the Railway Company may re-enter and hold said premises so abandoned or vacated and may require the State to remove said overhead highway bridge and slopes at the State's expense from said abandoned or vacated premises.

5. This easement is granted upon the condition that the Railway Company shall not be liable to the State for damage to the highway structure or its appurtenances resulting from railroad operations, whether caused or contributed to by negligence on the part of the Railway Company.

6. This easement is subject to the terms and conditions contained in construction agreement dated October 20, 1969 between the Spokane, Portland and Seattle Railway Company and the State of

vide adequate drainage of the Railway Company's property in connection with construction and maintenance of said overhead highway bridge and slopes, and also agrees to reimburse the Railway Company for any and all expense incurred by it by reason of any failure of the State to provide such drainage.

2. This easement is granted upon the condition that said viaduct or overhead highway bridge shall have a vertical clearance of not less than twenty-three feet over the top of rails of the Railway Company and that the piers or abutments supporting said viaduct or overhead highway bridge shall have a horizontal clearance of not less than ten feet from the center line of the nearest railroad track.

3. The State agrees that in removing snow from the overhead highway bridge it shall perform said work in such a manner as not to deposit the snow upon the roadbed and track of the Railway Company.

4. If the State shall permanently cease to use the premises, or any part thereof, for overhead highway bridge and slope purposes, then that part of said premises so abandoned or vacated by law or otherwise shall revert to the Railway Company without notice or other proceedings on the part of the Railway Company, and the Railway Company may re-enter and hold said premises so abandoned or vacated and may require the State to remove said overhead highway bridge and slopes at the State's expense from said abandoned or vacated premises.

5. This easement is granted upon the condition that the Railway Company shall not be liable to the State for damage to the highway structure or its appurtenances resulting from railroad operations, whether caused or contributed to by negligence on the part of the Railway Company.

6. This easement is subject to the terms and conditions contained in construction agreement dated October 20, 1969 between the Spokane, Portland and Seattle Railway Company and the State of

Oregon, which agreement is by this reference incorporated herein and made a part hereof.

IN WITNESS WHEREOF, Spokane, Portland and Seattle Railway Company has caused this instrument to be executed by its officers duly authorized and its corporate seal to be affixed this day of , 1970.

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

By_____
Regional Vice President

Attest_____
Secretary

STATE OF OREGON)
) ss.
County of Multnomah)

On this day of , 1970, before me appeared N. S. WESTERGARD, to me personally known, who, being duly sworn, did say that he is the Regional Vice President of the SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY, the corporation that executed the within and foregoing instrument, and that the seal affixed to said instrument is the corporate seal of said corporation, and that said instrument was signed and sealed in behalf of said corporation by authority of its Board of Trustees, and said N. S. Westergard acknowledged said instrument to be the free act and deed of said corporation.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first in this, my certificate, written.

_____
Notary Public for Oregon

My Commission expires:

RECEIVED
OCT 26 1970

34-1128
7468

October 23, 1970

[redacted]

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7468 for work on the Wilson River Highway Interchange-North Plains Interchange Section of the Sunset Highway in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosure

cc [redacted]

bc F. D. Morgan
I. D. Merchant
L. W. Rulien'
James Cochell

RECEIVED
OCT 22 1970
FRED H. SLATE CO.
P.O. Box 19238
7805 S.W. 40TH AVENUE
PORTLAND, OREGON 97219

AREA CODE 503
246-4217

34-11-8
7488

SKILL, INTEGRITY RESPONSIBILITY

E. C. HALL CONSTRUCTION CO.
11655 S.W. BARBUR BLVD.
PORTLAND, OREGON 97223
AREA CODE 503
639-1116

SLATE-HALL

GENERAL CONTRACTORS
P. O. Box 19238
Portland, Oregon 97219

October 20, 1970

2-files
original in safe

Re: Contract No. 7488
Wilson River Highway Interchange-No. Plains Interchange

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Floyd Query, Secretary

Gentlemen:

Reference is made to your letter of October 19, 1970 indicating James Leinbach not being authorized to sign for Slate-Hall. Under the provisions of Joint Venture Agreement dated 2 June 1969, James N. Leinbach is authorized to sign on behalf of the joint venture. The following excerpt of the joint venture agreement pertaining thereto is quoted:

"Whereas, it is the desire and intent of Slate-Hall that the provisions herein contained apply to all contracts bid subsequent to June 2, 1969 and all bidding documents submitted under the name and style of SLATE-HALL will require only one signature of either Donald W. Hall, Elton D. Slate, Evan E. Anderson, or James N. Leinbach to legally bind the joint venture if such provision is mutually acceptable to the agency, government body, firm or individual soliciting such bid - - -"

In acknowledgement of the above excerpt we have all signed this letter as signed in the original joint venture agreement dated June 2, 1969.

It is requested that this letter be placed on file authorizing the above signatures in the event of award of future contracts.

FRED H. SLATE CO.

Elton D. Slate, Partner

Evan E. Anderson, Partner

James N. Leinbach, Partner

E. C. HALL CONSTRUCTION CO.

Donald W. Hall, President

Grace L. Hall, Vice-President and Treasurer

Norman B. Eide, Secretary

RECEIVED
OCT 23 1970
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

RECEIVED
OCT 22 1970
FRED H. SLATE CO.
P.O. Box 19238
7805 S.W. 40TH AVENUE
PORTLAND, OREGON 97219
AREA CODE 503
246-4217

34-1128
7488

SKILL, INTEGRITY RESPONSIBILITY

E. C. HALL CONSTRUCTION CO.
11655 S.W. BARBUR BLVD.
PORTLAND, OREGON 97219
AREA CODE 503
639-1116

SLATE-HALL

GENERAL CONTRACTORS
P. O. Box 19238
Portland, Oregon 97219

October 20, 1970

Re: Contract No. 7488
Wilson River Highway Interchange-No. Plains Interchange

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Floyd Query, Secretary

Gentlemen:

Reference is made to your letter of October 19, 1970 indicating James Leinbach not being authorized to sign for Slate-Hall. Under the provisions of Joint Venture Agreement dated 2 June 1969, James N. Leinbach is authorized to sign on behalf of the joint venture. The following excerpt of the joint venture agreement pertaining thereto is quoted:

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In acknowledgement of the above excerpt we have all signed this letter as signed in the original joint venture agreement dated June 2, 1969.

It is requested that this letter be placed on file authorizing the above signatures in the event of award of future contracts.

FRED H. SLATE CO.

Elton D. Slate, Partner

Evan E. Anderson, Partner

James N. Leinbach, Partner

E. C. HALL CONSTRUCTION CO.

Donald W. Hall, President

Grace L. Hall, Vice-President and Treasurer

Norman B. Eide, Secretary

RECEIVED
OCT 23 1970
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

RECEIVED
OCT 14 1970
FOR FILING

34-1128
7488

October 12, 1970

Slate-Hall-Hamilton Construction Co.
P. O. Box 19238
Portland, Oregon 97219

Gentlemen:

Enclosed are three copies of Contract No. 7488 for $2,853,999.50 awarded to you by the State Highway Commission on October 6, 1970, for work on the Wilson River Highway Interchange-North Plains Interchange Section of the Sunset Highway in Washington County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin October 23, 1970.

Very truly yours,

Floyd Oery, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
Encl.
bc Frank Morgan
I. D. Merchant
L. W. Bailey
James Cocheli

RECEIVED
OCT 6 - 1970
FOR FILING

34-1128
7488

October 6, 1970

Slate-Hall-Hamilton
P. O. Box 19230
Portland, Oregon 97219

Gentlemen:

The State Highway Commission today awarded to you State Contract No. 7488 in the amount of $2,853,949.50 on the Wilson River Highway Interchange-N. Plains Interchange section of Sunset Highway in Washington County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

bc Frank Morgan
I. D. Merchant
Wm. Geibel (SAIF)
James Cochell
L. W. Rulien

RECEIVED
JUN 22 1970
FOR FILING
DIARMUID F. O'SCANNLAIN
DEPUTY ATTORNEY GENERAL

34-11-8
7482

LEE JOHNSON
ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
507 State Highway Building
SALEM, OREGON 97310
TELEPHONE: (503) 364-2171

TRIAL DIVISION

THOMAS D. O'DELL
CHIEF TRIAL COUNSEL

J. BRADFORD SHILEY
ASSISTANT CHIEF TRIAL COUNSEL

WALLACE CARPENTER
LEONARD I. LINDAS
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

CLIFFORD A. ALLISON
JAMES A. BLEVINS
JAMES P. CRONAN
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
E. DAVID LADD
JAMES F. LARSON
KEITH R. MALONEY
JOHN R. MCCULLOCH
FRANK C. MCKINNEY
EARL M. PRESTON
GEORGE E. ROHDE
JACK L. SOLLIS
CARLOTTA M. SORENSEN
ASSISTANT ATTORNEYS GENERAL

June 22, 1970

Mr. Richard Franzke
Attorney at Law
1410 Yeon Building
Portland, Oregon 97204

Re: PUX 720, SXF 480
Vadis Overcrossing Easement

Dear Mr. Franzke:

In reply to your letter of June 15, 1970, please be advised that I have been instructed by the Highway Division to advise you that paragraph V of the proposed easement is unacceptable as written.

The Highway Division does not feel that the Railroad should be relieved of responsibility for damage to the overcrossing structure caused by negligence of the Railroad's employees.

I realize that the Railroad would not intentionally cause damage to the highway structure, and I am sure you realize that unless someone is negligent there is no liability for damage to the structure. I hope this matter can be worked out and inasmuch as this is essentially a policy decision, I would suggest that the proper parties from Burlington Northern discuss this matter with Mr. Fred Klaboe, the Assistant State Highway Engineer, in charge of construction.

NOTED
F.B. KLABOE

Very truly yours,

LEE JOHNSON
Attorney General

RECEIVED
JUN 22 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:gc
cc: Mr. James Warren Cook
Mr. F. B. Klaboe
Mr. T. W. Litchfield
Mr. L. I. Lindas

RECEIVED
MAY 22 1970

LEE JOHNSON
ATTORNEY GENERAL

FOR FILING
DIARMUID F. O'SCANNLAIN
DEPUTY ATTORNEY GENERAL

1
34-1128
7488

DEPARTMENT OF JUSTICE
507 State Highway Building
SALEM, OREGON 97310
TELEPHONE: (503) 364-2171

May 22, 1970

TRIAL DIVISION

THOMAS D. O'DELL
CHIEF TRIAL COUNSEL

J. BRADFORD SHILEY
ASSISTANT CHIEF TRIAL COUNSEL

WALLACE CARPENTER
LEONARD I. LINDAS
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

CLIFFORD A. ALLISON
JAMES A. BLEVINS
JAMES P. CRONAN
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
E. DAVID LADD
JAMES F. LARSON
KEITH R. MALONEY
JOHN R. McCULLOCH
FRANK C. McKINNEY
EARL M. PRESTON
GEORGE E. RONDE
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

Mr. Ted Litchfield
Utilities Liaison Engineer
314 State Highway Building
Salem, Oregon 97310

Re: Easement
Burlington Northern
PUX 720 R-44024

Dear Ted:

I have reviewed Henry Hudson's letter of May 20, 1970, and agree that the Highway Division should be willing to accept any risk of damage to the structure by normal Railroad operations. If that is what they mean, there is not any since of putting it in the easement.

What the easement now says is "this easement is granted upon the condition that the Railway Company shall not be liable to the State for damage to the highway structure or its appurtenances resulting from railroad operations, whether caused or contributed to by negligence on the part of the Railway Company." This is not what Henry says the Railroad intends in his letter. The language contained in the easement would relieve the Railroad from liability, even if they were negligent and completely demolished the structure.

In my opinion we should not accept the Railroad's language. I do not see how there is any risk of damage to the structure in normal Railroad operations unless they are negligent, and if they are negligent, they should pay. I, therefore, stand on my previous recommendation.

NOTED
F.B. KLABOE

Very truly yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General
Trial Division

RECEIVED
MAY 22 1970
OFFICE OF
STATE HIGHWAY ENGINEER

JLS:gc
cc: L. I. Lindas Frank C. McKinney F. B. Klaboe

RECEIVED
MAY 6 1970
FORM E-90-X (12-67)
FOR FILING

34-11-28
7488

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 5, 1970

SUBJECT: Section 204 Review by CRAG of 17 Projects

To: L. H. Young
Programming & Planning Engineer

BUILDING

Attached is a letter from Mr. Homer C. Chandler, Executive Director of the Columbia Region Association of Governments (CRAG), the designated 204 review agency for the Portland Metropolitan area, indicating that the seventeen proposed projects listed by him have been reviewed and endorsed by the Executive Committee of CRAG. CRAG requests favorable action be taken on these improvements.

Four of the projects listed in Mr. Chandler's letter have previously been given a 204 review and approval by CRAG. Those projects are listed below with the date route documentation was submitted to your office.

1. Item 6. Sunset Highway, Wilson River Junction-North Plains Section. 204 review forwarded December, 1969.

2. Item 7. Pacific Highway East, Ross Island Bridge-Roadway Section. 204 review forwarded April, 1969.

3. Item 8f. Johnson Creek (Foster Road) Bridge, FAS 639. 204 review forwarded August, 1969.

4. Item 9b. Beaverton-Hillsdale Highway, Beaverton-Jamieson Road Section. 204 review forwarded July, 1969.

Those projects listed in Mr. Chandler's letter which have not previously been given acceptance under a 204 review are:

1. City of Portland. TOPICS. Signalization on SE Stark and Washington Streets.

2. City of Portland. TOPICS. Signal installation. Oswego Highway at SW Bancroft Street

3. City of Portland. TOPICS. Signal installation. Cascade Highway at SE Mill Street.

NOTED
TOM EDWARDS

4. NE Portland Highway, NE 60th Avenue-Sandy Blvd. Section.

5. Clackamas Highway, Eagle Creek-Estacada Section.

6. Murray Boulevard, FAS 630, Farmington Road-SW Allen Avenue Section.

7. Lower Columbia River Highway, Columbia County Line-Burlington Section.

8. Arndt Road, FAS 117, Air Strip Road-Pudding River Bridge Section.

9. Clackamas Highway, Hogan Road-Boring Section.

10. Boones Ferry Road, FAS 681, Country Club Road-Harvey Way Section.

11. FAS 943, South Tigard Interchange-Boones Ferry Road Section.

12. FAS 574, Columbia County-Old Portland Road Section.

13. 72nd Avenue, FAS 944, SW Hunziker Street-Lower Boones Ferry Road Section.

Robert L. Schroeder
Assistant Traffic Engineer

WDA:ap
Attachment
cc: Tom Edwards
H. S. Cox
R. N. Chase
R. E. Royer

RECEIVED
MAY 6 1970
OFFICE OF
STATE HIGHWAY ENGINEER

CRAG
COLUMBIA REGION ASSOCIATION of GOVERNMENTS
429 S. W. 4TH AVENUE • SUITE 500 • PORTLAND, OREGON 97204 • (503) 226-4331
CLACKAMAS COUNTY, OREGON Cities in Clackamas County
CLARK COUNTY, WASHINGTON Cities in Clark County
MULTNOMAH COUNTY, OREGON Cities in Multnomah County
WASHINGTON COUNTY, OREGON Cities in Washington County

April 29, 1970

Mr. L. H. Young
Program & Planning Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon

Dear Mr. Young:

Please be informed that the Executive Committee of the Columbia Region Association of Governments did on April 17, 1970, review and endorse the following proposed Oregon State Highway projects.

1. TOPICS Projects in the City of Portland:

   a. East Burnside-S. E. 96th Avenue Section of the S. E. Stark-S. E. Washington cplt.

   b. Oswego Highway at S. W. Bancroft Street

   c. Cascade Highway at S. E. Mill St.

2. N. E. 60th Avenue-Sandy Blvd. Section N. E. Portland Highway.

3. Eagle Creek-Estacada Section Clackamas Highway.

4. Farmington Road-S. W. Allen Avenue Section FAS 630.

5. Columbia County line-Burlington Section Lower Columbia River Highway.

6. Wilson River Junction-North Plains Section Sunset Highway.

7. Ross Island Bridge-S. E. Reedway Section Pacific Highway East.

8. Clackamas County:

a. Air Strip Road-Pudding River Bridge Section FAS 117.

b. Hogan Road-Boring Section FAS 129.

c. Country Club Road-Harveyway Section FAS 681.

d. South Tigard Interchange-Boones Ferry Road Section FAS 943.

e. Columbia County Highway-Old Portland Road FAS 574.

f. Multnomah County-Johnson Creek (Foster Road) Bridge Section FAS 639.

9. Washington County:

a. S. W. Hunziker St.-Lower Boones Ferry Road Section FAS 944.

b. Beaverton-Jamieson Rd. Section-Beaverton-Hillsdale Highway.

Sincerely yours,

Homer C. Chandler
Executive Director

HCC:jec

RECEIVED
APR 30 1970
FOR FILING

OREGON STATE HIGHWAY DIVISION

34-1128
7488

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

April 29, 1970

Burlington Northern, Inc.
Real Estate Department
P. O. Box 571
Portland, Oregon 97205

ATTENTION: H. E. Hudson, Manager
Real Estate

Re: Proposed Easement
Vadis Overcrossing
Wilson River Jct.-North Plains Sec.
Sunset Highway
Washington County
R/W File 44024
YOUR FILE: 451

Gentlemen:

We have reviewed the attached form of easement submitted for the above captioned overcrossing with your letter dated April 15, 1970, and found that it is unacceptable to the State as written.

Before the State can execute this document Paragraph 5 on Page 2 must be eliminated. The State cannot indemnify the Railroad for its own negligent acts and therefore this paragraph must be eliminated.

If you will re-draft the document with Paragraph 5 excluded it will be acceptable to the State.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:ss

cc: F. B. Klaboe (w/copy of BN letter & easement)
L. I. Lindas "
I. D. Merchant "
Enclosure
D. H. Moehring "
L. W. Rulien "
R. H. Rumbolz "

RECEIVED
APR 29 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BURLINGTON NORTHERN

REAL ESTATE DEPARTMENT

P. O. Box 571
Portland, Oregon 97205
Telephone (438 or 538) 228-9111

April 15, 1970

Mr. T. W. Litchfield
Utilities Liaison Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Re: Preliminary Right of Way Map
Wilson River Highway Jct.
North Plains Section
Sunset Highway
Washington County
R/W File 44024

Dear Mr. Litchfield:

Enclosed is revised form of Easement for your review covering overhead structure to be placed over the right of way and track of the Railway Company near North Plains, Oregon.

If this easement is satisfactory, please advise and I will arrange for execution of the document on behalf of the Railway Company.

Sincerely,

H. E. Hudson

H. E. Hudson
Regional Manager
Real Estate

NCK/dar
Encl.

File: 451

Routing

Morgan
Decker
Bond
Walker
Boehme
Johnsen
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
APR 16 1970
CONSTRUCTION DIVISION

E A S E M E N T

KNOW ALL MEN BY THESE PRESENTS, that SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY, a Washington corporation, hereinafter called "Railway Company," in consideration of the sum of TWO HUNDRED FIFTY and NO/100 ($250.00) DOLLARS to it paid by the STATE OF OREGON, by and through its State Highway Commission, hereinafter called "State," has given and granted and does hereby give and grant unto the State of Oregon the right and easement to construct and maintain an overhead highway bridge and slopes over, across and upon the Railway Company's right of way and track lying within the following described premises to-wit:

A parcel of land lying in the T. R. Cornelius D.L.C. No. 39, Township 1 North, Range 3 West, W.M., Washington County, Oregon; the said parcel being that portion of the right of way of the Spokane, Portland and Seattle Railway Company, included in a strip of land variable in width, lying on each side of the center line of the Westbound lane of the Sunset Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station "WB" 2452+00, said station being 2038.92 feet South and 657.70 feet West of the Northwest corner of the T. R. Cornelius D.L.C. No. 38, Township 2 North, Range 3 West, W.M.; thence South 60° 05' 43" East 3800 feet to Engineer's center line Station "WB" 2490+00.

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Northeasterly side of center line	Width on Southwesterly side of center line
"WB" 2472+00		"WB"2478+00	100	205
"WB" 2478+00		"WB"2483+00	100	205 taper to 180
"WB" 2483+00		"WB"2486+00	100	180
"WB" 2486+00		"WB"2490+00	100 taper to 80	180

EXCEPT therefrom that property described in that easement to the State of Oregon, acting by and through its State Highway Commission, recorded in Book 263, Page 351 of Washington County Deed Records.

Bearings are based upon the Oregon Co-ordinate System, North Zone.

The parcel of land to which this description applies contains 0.69 acre, more or less.

This easement is made subject to and upon the following express conditions:

1. The State agrees at its sole cost and expense to provide adequate drainage of the Railway Company's property in connection with construction and maintenance of said overhead highway bridge and slopes, and also agrees to reimburse the Railway Company for any and all expense incurred by it by reason of any failure of the State to provide such drainage.

2. This easement is granted upon the condition that said viaduct or overhead highway bridge shall have a vertical clearance of not less than twenty-three feet over the top of rails of the Railway Company and that the piers or abutments supporting said viaduct or overhead highway bridge shall have a horizontal clearance of not less than ten feet from the center line of the nearest railroad track.

3. The State agrees that in removing snow from the overhead highway bridge it shall perform said work in such a manner as not to deposit the snow upon the roadbed and track of the Railway Company.

4. If the State shall permanently cease to use the premises, or any part thereof, for overhead highway bridge and slope purposes, then that part of said premises so abandoned or vacated by law or otherwise shall revert to the Railway Company without notice or other proceedings on the part of the Railway Company, and the Railway Company may re-enter and hold said premises so abandoned or vacated and may require the State to remove said overhead highway bridge and slopes at the State's expense from said abandoned or vacated premises.

5. This easement is granted upon the condition that the Railway Company shall not be liable to the State for damage to the highway structure or its appurtenances resulting from railroad operations, whether caused or contributed to by negligence on the part of the Railway Company.

6. This easement is subject to the terms and conditions contained in construction agreement dated October 20, 1969 between the Spokane, Portland and Seattle Railway Company and the State of

1. The State agrees at its sole cost and expense to provide adequate drainage of the Railway Company's property in connection with construction and maintenance of said overhead highway bridge and slopes, and also agrees to reimburse the Railway Company for any and all expense incurred by it by reason of any failure of the State to provide such drainage.

2. This easement is granted upon the condition that said viaduct or overhead highway bridge shall have a vertical clearance of not less than twenty-three feet over the top of rails of the Railway Company and that the piers or abutments supporting said viaduct or overhead highway bridge shall have a horizontal clearance of not less than ten feet from the center line of the nearest railroad track.

3. The State agrees that in removing snow from the overhead highway bridge it shall perform said work in such a manner as not to deposit the snow upon the roadbed and track of the Railway Company.

4. If the State shall permanently cease to use the premises, or any part thereof, for overhead highway bridge and slope purposes, then that part of said premises so abandoned or vacated by law or otherwise shall revert to the Railway Company without notice or other proceedings on the part of the Railway Company, and the Railway Company may re-enter and hold said premises so abandoned or vacated and may require the State to remove said overhead highway bridge and slopes at the State's expense from said abandoned or vacated premises.

5. This easement is granted upon the condition that the Railway Company shall not be liable to the State for damage to the highway structure or its appurtenances resulting from railroad operations, whether caused or contributed to by negligence on the part of the Railway Company.

6. This easement is subject to the terms and conditions contained in construction agreement dated October 20, 1969 between the Spokane, Portland and Seattle Railway Company and the State of

Oregon, which agreement is by this reference incorporated herein and made a part hereof.

IN WITNESS WHEREOF, Spokane, Portland and Seattle Railway Company has caused this instrument to be executed by its officers duly authorized and its corporate seal to be affixed this day of , 1970.

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

By_____
Regional Vice President

Attest_____
Secretary

STATE OF OREGON)
) ss.
County of Multnomah)

On this day of , 1970, before me appeared N. S. WESTERGARD, to me personally known, who, being duly sworn, did say that he is the Regional Vice President of the SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY, the corporation that executed the within and foregoing instrument, and that the seal affixed to said instrument is the corporate seal of said corporation, and that said instrument was signed and sealed in behalf of said corporation by authority of its Board of Trustees, and said N. S. Westergard acknowledged said instrument to be the free act and deed of said corporation.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first in this, my certificate, written.

_____
Notary Public for Oregon

My Commission expires:

- 5 1970

34-1128
7488

March 24, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Box 200
Salem, Oregon 97308

Dear Mr. Simpson:

Your File: 08-33-DB

Further reference is made to the Mountaindale Road intersection with the Sunset Highway and your request that an at-grade intersection be eliminated.

The Division is very much aware that several existing grade crossings, such as 185th, Jackson School Road, and Mountaindale, will eventually have to be separated. We cannot, however, prepare a definite schedule or commit a definite time as these requirements would have to be weighed with a number of other critically needed things when future monies are programmed.

It has been the Division's objective for several years to four-lane the Sunset Highway as far westerly as the Wilson River Junction. When this is done and completed, the elimination of grade crossings can get consideration but only to the extent that they may prove to have a higher priority than some other urgently needed ABC project.

I am hopeful that you can approve the present plans with this understanding.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms

cc Forrest Cooper
F. B. Klebes
Victor D. Wolfe
D. J. Barbee; L. H. Young; R. D. Asbury

1

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 16, 1970

In reply refer to: 08-35-DB

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon F-186(-)
Wilson River Junction-North Plains Section
Sunset Highway
Design Approval - Mountaindale Road Intersection

Your February 17 letter requested reconsideration of the proposed at-grade intersection for Mountaindale Road and the Sunset Highway.

You are again urged to consider eliminating this at-grade intersection in the course of the pending work to be performed under the next contract. It is well known that rising costs make future construction very expensive. Elimination of the at-grade intersection at this time would be more economical, would eliminate duplicate construction of various components of the work, and would provide a much safer facility.

If you feel you cannot possibly eliminate this at-grade intersection at this time I will approve its construction as requested; however, this approval is given with the understanding that a plan will be developed for the orderly elimination of subject intersection and the others described in your February 17 letter. Your cooperation in initiating such a plan at an early date will be greatly appreciated.

I. B. MARBOE

copies to
Barbee
Young
Ashmanskas
3-20-70.

RECEIVED
MAR 18 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 11 1970
FOR FILING

34-1128
1488

Route to: Rural Jct. - N. Plains Section

March 9, 1970

Executive Department
Federal Aid Coordination Unit
Room 5 State Capitol
Salem, Oregon

Gentlemen:

In accord with Executive Memorandum 01-270-02, attached in quintuplicate are the completed Notice of Intent to apply for federal assistance for seven federal-aid projects as follows:

State Administrative District No. 2

Federal-Aid Primary — Wilson River Jct. -N. Plains Section
Sunset Highway

State Administrative District No. 3

Federal-Aid Secondary — Wheatland Road-Chemawa Road Section
FAS 159

State Administrative District No. 4

Federal-Aid Secondary — 3rd Street-7th Street (Harrisburg) Sec.,
FAS 778

Bruce Slough-Nutra Slough Section
FAS 585

State Administrative District No. 7

Federal-Aid Secondary — Chandler-Lambrick Bridge Section
FAS 255

State Administrative District No. 5

Federal-Aid Secondary

West 3rd. Street (Rogue River)
Maple Cr. Section.,
FAS 15-100

Airport Road-Hilton Road Sec.,
FAS 15-107

The estimated date of filing for federal-aid funds on these projects varies from May 1970 to July 1970. In order that these dates and the subsequent dates of concurrent letting may be met, your prompt attention to these proposals will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attach.

cc: R. H. Simpson, BPR
F. E. Kleiner
D. J. Baxter
R. L. Schroeder
H. S. Cox
R. L. Gifford
R. N. Chase

ATTACHMENT B

NOTICE OF INTENT
March 9, 1970

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

FROM: Applicant Agency State Highway Division Salem (Address)

Contact Person L. H. Young 2761 (Phone)

1. Project Location

Administrative District 2 City N. Plains

County Washington Special District(s) (if applicable)

Other affected jurisdictions/agencies

2. Federal Program

Common Program Name Federal Aid Primary

Authorizing Legislation Title 23 USC Highways (Public Law No. and Title)

Fed. Admin. Agency: Dept. Department of Transportation

Agency Bureau of Public Roads

3. Estimated Project Cost

Federal Share	☐ Loan ☒ Grant 1,630,000	Source of State Agency Share (if any)	
Local Applicant Share	--	General Fund	--
*State Agency Share	1,086,000	Other Funds (specify)	--
Other (specify)	--		
TOTAL	2,716,000	*Total State Agency Share	1,086,000

*Indicates totals should be equal.

4. Estimated Application Filing Date May 1, 1970

5. Project Description (Please use back of page, attaching supplemental sheets if necessary.)
Wilson River Jct. -N. Plains Section, Sunset Highway

Project to consist of preliminary engineering, right-of-way acquisition, grading, paving, structures and incidental work to convert the existing two lane highway to a four lane facility of current standards with fully controlled access. This is part of a continuing program to upgrade the Sunset Highway to a 4-lane facility.

Length of Project	3.77 miles
Estimated ADT	1968 = 5500 1989 = 13,000
Standards	Class A (4) Highway (Technical Bulletin No. 19)
Typical Section	The proposed construction will parallel the existing two lane facility on the southerly side thereof. The ultimate typical section will consist of four 12-foot lanes, 60-foot median with 10-foot right and 6-foot left shoulders. The existing facility will become the westbound lanes and the new facility the eastbound lanes.
Structures	Three eastbound O'xings will be constructed (Bledsoe Cr.) E. F. K. Dairy Cr., and S.P. & S. Railroad) and the U'xing at Dersham Road will be replaced.

See attached map for geographical location.

RECEIVED
MAR 30 1970
FOR FILING
STATE OF OREGON
1859

Porter

34-1-24

Kluber

EXECUTIVE DEPARTMENT

CAPITOL BUILDING • • • • • • • SALEM, OREGON 97310

7488

TOM McCALL
GOVERNOR

EDWARD G. WESTERDAHL, II
Director

March 4, 1970

Highway Division
Department of Transportation
State Highway Building
Salem, Oregon 97310

WILSON RIVER JCT - N. PLAINS SECTION, SUNSET HIGHWAY

This proposal has been submitted to the appropriate state agencies for review. All have concurred with this project as an improvement in traffic movement and safety. The Fish Commission has added the comment that "fish passage must be maintained in Dairy Creek." With this qualification, we are pleased to add our approval.

Ed

Edward G. Westerdahl, II

H.O.
E. B. KLUGE

RETURNED TO
Young
By Asst. State Hwy. Engr.

Original to Young
3/24/70

RECEIVED
MAR 23 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 20 1970
OREGON
STATE HIGHWAY COMMISSION

NOTED
FORREST COOPER

RECEIVED
MAR 9 1970

FOR FILING

34-1128
" 7488.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 3, 1970

To:

E. S. Hunter
Maintenance Engineer

SUBJECT: Wilson River-N. Plains Section
Sunset Highway
Proposed letting date July 23, 1970

Present plans call for construction of two additional lanes on this section. These two lanes will receive four inches of AC at this time and two inches at a future date.

The existing two lanes will not receive application of AC at this time but six inches will be applied when two inches of AC are applied to the lanes being added in 1970.

Carl M. Williams
Field Maintenance Engineer

CMW:mp

RECEIVED
MAR 5 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

MAINTENANCE ENGINEER
RECEIVED
MAR 3 1970
ES ABS AE

cc Edwards ✓ Lobaugh
ES11

RECEIVED
FEB 18 1970
FOR FILING

34-W-128
07488

February 17, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Oregon Project F-186(-), Wilson River Junction-North Plains Section, Sunset Highway, Washington County
Your Reference: 08-35-08

This is in reply to your letter of January 13 recommending that we construct an interchange at Mountaindale Road initially with our Wilson River Junction-North Plains Section of the Sunset Highway.

We are not able to finance this very expensive interchange at this time. We also believe that it is not needed nearly as badly as are three other crossings nearer to Portland which have more traffic. The three crossings referred to are 185th Avenue with an ADT of approximately 2,000; Helvetia Road with an ADT of approximately 730; and Jackson Road with an ADT of approximately 580. Mountaindale Road on the other hand has an ADT of only about 110. When funds do become available, we will probably direct our attention to them before tackling this one.

Your concurrence in this matter is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
D. J. Barbee
L. H. Young
R. D. Asburry - Enc.

DNS:jp FBK:srb

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 13, 1970

In reply refer to: 08-35-DB

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-186(-)
Wilson River Junction - North Plains Section
Sunset Highway
Design Approval

The preliminary location and design criteria on the above project has been reviewed and approved with exception to the Mountaindale Road intersection.

Your plans indicate that you propose an at-grade intersection at Mountaindale Road with the provision for a future grade separation and interchange ramps. An at-grade intersection at Mountaindale Road is not consistent with the design criteria for this facility nor does it accommodate the public in the manner for which they petitioned at the public hearing held for this project.

Approx.
185th 2000
Helvetia 730
Jackson 580
Mountaindale 110
Quite a traffic on other interchanges

Continual construction of at-grade intersections on this highway in the Portland suburban area is considered unwise from a safety standpoint. The through traffic on the Sunset Highway is at present of such magnitude during certain periods that cross traffic is faced with a nearly impossible chore when trying to negotiate a crossing. An at-grade crossing at Mountaindale Road is considered particularly hazardous since it is located within very close proximity to the Wilson River Road Interchange. Evidence of the problems to be expected exists on the previously constructed projects immediately to the east of the proposed project.

I strongly recommend that the interchange at Mountaindale Road be constructed with the above project.

no money

Routing
1 Barbee
2 Hall
A. Olson
Trout
Wills
Hackleman
Scott
R. Olson

RECEIVED
JAN 16
DIVISION

RECEIVED
JAN 15 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Young
Barbee - pl discuss

1-16-70

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

F. B. Klaboe

FORM M-80-R (12-67)

34-1128
7758

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

January 16, 1970

To: Mr. Rod J. Henry
District R/W Supervisor

EAST SALEM HIGHWAY BUILDING

SUBJECT: Wilson River Jct.-N Plains Sec.
Sunset Highway
Washington County

NOTED
F.B. KLABOE

We now have the Bureau of Public Roads' approval on the design. You may now resume negotiations on the subject section.

ORIGINAL SIGNED
JOHN R. OAKES

John R. Oakes
Assistant Right of Way Engineer

JRO:GZ

cc F. B. Klaboe
L. H. Young
G. E. Rohde
M. R. Mitchell

RECEIVED
JAN 19 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Klaboe

RECEIVED
JAN 16 1970
FOR FILING

34-9128
7488

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

January 15, 1970

To: Mr. Rod J. Henry
District Supervisor

EAST SALEM

SUBJECT: Wilson River Jct.-North Plains
Section
Sunset Highway
Washington County

This letter is to confirm our telephone conversation on this date halting negotiations on the above project. It is my understanding that the negotiations will resume as soon as the design is approved.

Please do not discontinue appraisal.

ORIGINAL SIGNED
JOHN R. OAKES
John R. Oakes
Assistant Right of Way Engineer

JRO:JH

cc F. B. Klaboe
L. H. Young
G. E. Rohde
M. R. Mitchell

RECEIVED
JAN 15 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 16 1970

OREGON STATE HIGHWAY DEPARTMENT

34-1128
7488

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

January 14, 1970

Spokane, Portland & Seattle Railway Co.
1101 N. W. Hoyt Street
Portland, Oregon 97207

ATTENTION: Mr. H. F. Moy

Re: Preliminary Right of Way Map
Wilson River Highway Junction-
North Plains Section
Sunset Highway
Washington County
R/W File 44024

Dear Sir:

Herewith you will find one (1) print of our R/W Map No. 9B-5-4 and two (2) copies of the description for the permanent easement for the overcrossing structure, our R/W File 44024.

Please proceed with the preparation of a permanent easement in accordance with Paragraph II of the agreement between the Railroad and State dated October 20, 1969.

Bids for this project are tentatively scheduled to be opned on July 23, 1970.

By copy of this letter I am sending this same information to Mr. H. E. Hudson.

Very truly yours,

F. D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
By: T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:ss
cc: Mr. H. E. Hudson - SP&S

F. B. Klaboe
D. J. Barbee
D. H. Moehring
R.D. Asburry
F. W. Sugnet

F. B. KLABOE
NOV

RECEIVED
JAN 14 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 12 1970

R. L. Porter

FOR FILING
34-1128
7488

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
January 9, 1970

To: Mr. Rod J. Henry
District R/W Supervisor

EAST SALEM HIGHWAY BUILDING

SUBJECT: Wilson River Jct.-N. Plains Section
Sunset Highway
Washington County

NOTED
R. L. PORTER

The Right of Way Division will comply with the Federal law on the subject project in regard to the provision that

> " . . . No person lawfully occupying real property shall be required to move from his home, farm, or business location without at least 90 days written notice . . . "

ORIGINAL SIGNED
JOHN R. OAKES

John R. Oakes
Assistant Right of Way Engineer

JRO:GZ

cc R. L. Porter
F. B. Klaboe
G. E. Rohde

RECEIVED
JAN 9
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 16 1969
FOR FILING

3rd-1127
7488

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 11, 1969

To:

MEMO TO THE FILES

SUBJECT: Wilson River Junction-North Plains Section
Sunset Highway
Washington County

A corridor and design public hearing was held on the Wilson River Junction-North Plains Section of the Sunset Highway at 2:00 p.m. on August 5, 1969 in the North Plains Community Hall. There were approximately sixty persons present.

The Washington County Board of Commissioners favored the proposed design.

Residents near the westerly end of the project objected to the proposed relocation of the Mountaindale Road connection. The connection has been redesigned to leave the Mountaindale Road connection as it now exists, with right of way being acquired for a future half-diamond interchange.

Civic organizations and residents of the North Plains area objected to the closure of Gordon Road. Investigation reveals that an overpass at Gordon Road will serve the needs of the community better than the proposed frontage road between Gordon Road and Glencoe Road. Therefore, the design has been revised to provide an overpass at Gordon Road and eliminate the frontage road.

Dennis Bagger
Engineer-Designer

DB:jp
cc: F.B. Klaboe

RECEIVED
DEC 11 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 24 1969
FOR FILING

34-1128
2488

4K
11-18-69

November 21, 1969

Board of County Commissioners
Washington County
Courthouse
Hillsboro, Oregon 97123

MISC. CONTRACTS and AGREEMENTS No. 3855

Attention: Roger Thomsen
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning construction of the Wilson River Highway Junction-North Plains Section of the Sunset Highway.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Attachment

cc H. S. Cox
(conformed agreement attached)

RECEIVED
NOV 4 - 1969
FOR FILING

34-1128
7498

November 4, 1969

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the November 18 meeting will be a throughway agreement with Washington County concerning construction of the Wilson River Highway Junction-North Plains Section of the Sunset Highway (US 26).

This agreement provides for construction and maintenance of the project by the State and covers right-of-way acquisition, grading, base and paving. Grade separation structures are to be constructed at Gordon and Dersham Roads as a part of the project, with right-of-way to be acquired for future construction of a full-diamond interchange at Dersham Road and a one-half interchange at Mountaindale Road when traffic warrents and funds become available. Washington County consents to the closure of certain roads and agrees to the terms stipulated for the adjustment of utility facilities.

This section of the Sunset Highway has been tentatively scheduled for contract at the July 23, 1970, bid opening at an estimated cost of $2,200,000 and is to be financed by the sale of State bonds.

Completion of the proposed project will provide a four-lane facility to alleviate congestion on this heavily traveled portion of one of the principal routes between Portland and our coastwise recreational areas.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Quary
R. L. Porter
F. B. Kisboe
Victor D. Wolfe
D. J. Barbee
F. D. Morgan
H. S. Cox
L. H. Young
V. E. Skoog
D. H. Moehring
R. D. Asburry

MCH:ljt sr

RECEIVED
NOV 1 - 1969
FOR FILING

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

34-1128
1-7488

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: October 30, 1969

In reply refer to: 08-35-DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-186(-)
Wilson River Junction-N.Plain Section
Sunset Highway

Returned herewith is the signed preliminary layout sheet for the Dersham Road Interchange on subject project.

Enclosure

w/enc.

REFERRED TO
Barbee
BY ASST. STATE HWY. ENGR
11-3-69

NOTED
F. B. KLABOE

RECEIVED
OCT 31 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 12 1969
FOR FILING

Salem, Oregon
October 2, 1969

Agenda Item 41
September 30 Commission meeting

Mr. G. E. Rohde
Chief Counsel

Attention: Jack Sollis

RAILROAD COMPANIES
FILE No. 678

B U I L D I N G

Attached are two copies of an agreement with Spokane, Portland and Seattle Railway Company providing for the construction of the Vadis Overcrossing on the Wilson River Junction-North Plains Section of the Sunset Highway in Washington County.

After the Railroad Company has dated and signed the agreement, please return one fully executed copy to this office. In the meantime, we have retained a xerox copy.

C. W. Head, Assistant Secretary

fkm
Attachment

cc F. D. Morgan
Attn: Ted Litchfield

RECEIVED
SEP 8 - 1969
FOR FILING

Sunset
n/m
Sunset

September 8, 1969

Oregon State Highway Commission

Gentlemen:

On the agenda for the September 30 meeting will be an agreement with the Spokane, Portland & Seattle Railway Company providing for the construction of the Vadis Overcrossing on the Wilson River Junction-North Plains Section on the Sunset Highway in Washington County.

This agreement is the standard Construction Agreement prepared by the SP&S Railway Company and requires the State to reimburse the Railroad for all its expenses incurred as a result of this project. These are estimated by the Railroad to be $1,433. Our contractor is to provide the usual insurances. The Railroad will maintain all of its facilities and the State will maintain the overcrossing structure upon completion of construction.

We recommend your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
F. D. Morgan
T. W. Litchfield
G. E. Rohde
V. E. Skoog
L. W. Rulien

TWL:ss sr

RECEIVED
SEP 16 1969
FOR FILING

34-1128
7488

September 15, 1969

Oregon State Highway Commission

Gentlemen:

The Wilson River Junction-North Plains Section on the Sunset Highway in Washington County has been selected for financing through the issuance of bonds. Previously this project was listed on Program XI for an estimated construction cost of $2,200,000 and approved for Federal-aid financing August 22, 1968.

This change in financing necessitates a revision to Program XI; therefore, I recommend that this project be removed from the program and contracted as soon after July 1, 1970, as possible with bond financing.

This matter will be on the agenda for your consideration at the September 30 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Forter
V. D. Wolfe
L. E. Young
V. E. Skoog
L. W. Rulien

BLG:bb sr

RECEIVED
SEP 22 1969
FOR FILING

34-1124

1.7488

September 15, 1969

MEMO TO FILES

Wilson River Highway - North Plains Section
Sunset Highway No. 47
Washington County

On Wednesday, September 10, the writer in company with Mr. G. W. Wimer, Assistant Division Engineer, met with Mr. Ken Meng, Washington County Director of Public Works, and Mr. John Crockett, Chief, Engineering Section, at Hillsboro to present State's proposal concerning construction of the Wilson River Highway Junction - North Plains Section.

Our proposal was generally acceptable to the county people, but Mr. Meng stated his intention to recommend to his Board of Commissioners that they request the separation structure at Mountaindale Road be constructed as a part of the project in order to eliminate the existing grade crossing.

Very truly yours,

Mainor C. Holmes

Mainor C. Holmes
Office Engineer
County and City Division

MCH:ljt
cc: F. B. Klaboe
D. J. Barbee
R. D. Asburry

RECEIVED
SEP 15 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 15 1969
FOR FILE

34-1128
74881

September 15, 1969

Mr. Homer Chandler
Executive Secretary
Columbia Region Association
of Governments
429 S. W. Fourth Avenue
Suite 500
Portland, Oregon 97204

Dear Mr. Chandler:

We are submitting to you two copies of a map showing the proposed improvement on the Sunset Highway (US26), FAP 27, between the Wilson River Highway (ORL6), FAP 35 and North Plains, for your review pursuant to Bureau of Public Roads IM 21-12-67. This route is designated a Federal-Aid Primary Route and the improvement is to widen the facility to accommodate four lanes of traffic.

The project is approximately four miles in length and the projected 1989 traffic on this section is expected to be 13,000 vehicles per day.

In addition to review comments, we request that you include a statement regarding the socio-economic and environmental impact of this improvement on the area. We further request that you indicate on the enclosed maps the future land use in the adjacent areas. A color code identifying the future land uses for a short distance along both sides of the project would be adequate.

Upon completion of your review, please forward your comments and the land use maps to Mr. Robert E. Boyer, Assistant Planning Survey Engineer, in our Traffic Engineering Division.

Your cooperation in this matter will aid in the programming of Federal-Aid projects in Washington County.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Enc. (2)

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
V. D. Wolfe
L. H. Young
H. S. Cox
D. J. Barbee
F. B. Crandall
A. E. Johnson
L. W. Rulien
R. E. Royer

RER:bls ja

9-2-69

Order #46165

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF - 480

In the Matter of the Application of STATE OF OREGON (State Highway Commission) to construct an overcrossing structure above grade over the tracks and right-of-way of Spokane, Portland and Seattle Railway in Washington County, Oregon.	ORDER

On February 11, 1969, the State of Oregon (State Highway Commission) duly filed an application with the Commissioner seeking authority to construct an overcrossing structure above grade over the tracks and right-of-way of Spokane, Portland and Seattle Railway Company in Washington County, Oregon.

Copies of the application were duly served upon the Spokane, Portland and Seattle Railway and the Washington County Board of Commissioners.

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based upon the application, the files and field investigation of the Commissioner, it is found that the application should be granted upon the following terms and conditions; it is therefore

ORDERED that:

(1) The grade separation structure be constructed and costs borne as follows:

Things To Be Done By Applicant

(a) Finance the construction of said project, including reimbursement to the Railway for its costs incurred in connection therewith.

(b) Upon completion of the project, Applicant will maintain the structure and all highway appurtenances thereto.

Things To Be Done By Railway

(a) Subject to reimbursement by Applicant, furnish such engineering, inspection, watchmen and flagmen services as may be necessary to protect railroad operations during the period of construction of the project.

(b) If necessary, remove and protect the signal and communications lines during the same period and replace in final location upon completion of construction.

(c) At its own expense, maintain the railroad tracks with their appurtenances and facilities.

(2) Designation 8U-22.9-A shall be continued at the crossing.

(3) During the construction of the structure there is authorized an impaired vertical clearance of 21' from the top of rail to the bottom of the falsework and to limit the horizontal clearance to 8'6" each side of the center line of the track.

Made, entered and effective SEPTEMBER 8 1969.

Ann R. Haley
Public Utility Commissioner

PUBLIC UTILITY COMMISSIONER OF OREGON

7-10-69

PUC 20

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct an overcrossing structure over the tracks and right of way of the Spokane, Portland and Seattle Railroad, known as the Vadis Overcrossing project in the Southeast Quarter of the Northwest Quarter (SE¼NW¼) of Section 2, Township 1 North, Range 3 West, Willamette Meridian, Washington County, Oregon.	SXF 480 REPLY OF THE OREGON STATE HIGHWAY COMMISSION

Comes now applicant, Oregon State Highway Commission, and agrees to the condition set forth in respondent's, Spokane, Portland and Seattle Railway Company, answer.

WHEREFORE, the Oregon State Highway Commission prays for an order in conformity with the application, answer, and allegations contained in this reply.

Dated at Salem, Oregon, this 10th day of July, 1969.

STATE OF OREGON, by and through its
State Highway Commission
G. E. ROHDE
Assistant Attorney General & Chief
Counsel for the State Highway Commission

By Jack L. Sollis
JACK L. SOLLIS
Utilities & Railroad Attorney

STATE OF OREGON)
) ss
COUNTY OF MARION)

I, IVAN D. MERCHANT, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing Reply is true as I verily believe.

Ivan D Merchant
IVAN D. MERCHANT

Subscribed and sworn to before me this 10th day of July, 1969.

JACK L. SOLLIS
Notary Public for Oregon
My Commission Expires December 18, 1972.

I certify that the above is a true and correct copy of the foregoing Reply and the whole thereof.

JACK L. SOLLIS
Utilities & Railroad Attorney

True copies of this Reply have been served on the Spokane, Portland and Seattle Railway Company and Washington County by mail on July 10, 1969.

JACK L. SOLLIS
Utilities & Railroad Attorney

RECEIVED
JUN 4 - 1969
FORM E-80 (12-67)
FOR FILING
34-1128
7488

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
June 3, 1969

SUBJECT: North Plains-Wilson River Section
Sunset Highway

2161 To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
B u i l d i n g

On June 1, 1969, Ray Asburry, Mainor Holmes and the writer met with Mr. Ken Meng at Hillsboro to discuss the subject section in line with the recommendations given in my letter to you, which is attached.

Mr. Meng agreed to our proposals but did suggest that a connection from Mountaindale Road to the Wilson River Highway might be necessary to serve the severed end of this road. However, this road is connected with the Wilson River Highway at a point about one and one-half miles west of the Wilson River Highway Junction. It was decided to go to the hearing with this existing road shown as a serviceable connection and wait for the reaction at the hearing.

FRANK L. HALL
Assistant Design Engineer

FLH/bdr
Attach.

NOTED
F. B. KLABOE

RECEIVED
JUN 4 1969
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office

May 26, 1969

SUBJECT: North Plains-Wilson River Section
Sunset Highway

To:
Mr. F. B. Klaboe
Assistant State Highway Engineer
B u i l d i n g

The subject section has been held up for several weeks pending acceptance of our plan by the Washington County Board of Commissioners. Their recommendations have been made by their letter of May 5, 1969, to Mr. Cox. Comments on their letter with recommendations for a final plan is the purpose of this letter.

Board of Commissioners

1. County made a strong request for better access to the Sunset Highway and from the north side to the south side of the right of way.
2. The Board of Commissioners feel we should
   a. Plan for a complete interchange at a point about one-quarter of a mile east of Wilson River Junction.

Comment:
This will cost $1,500,000 and cannot be justified.

   b. As an alternate to this and a minimum acceptable to the Board, the Harrison-Mountaindale connection be built and an overpass constructed on the location of the structure mentioned in paragraph "a". This cost will be $305,000 for the connecting road and $1,200,000 for the overpass.

Comment:
This totals to the same cost as the full interchange in paragraph "a". It is objectionable from both the standpoint of cost and design. The at-grade crossings of the Wilson River Highway and the Sunset Highway with the Harrison—Mountaindale connection are potential hazards that will require additional costs at some future time.

3. The Board agrees with our proposal to close Gordon Road and construct a frontage road between Gordon Road and Glencoe Road.
4. Our proposal to reconstruct the underpass at Vadis and provide right of way for a future interchange was apparently agreed to without comment by the Board of Commissioners.

Recommendation:

The Board of Commissioners have agreed to our plans with the exception of access at the west end of the project. Our initial proposal to provide at-grade access west of the junction via the Harrison-Mountaindale connection has some basic faults. It is circuitous and creates two at-grade crossings. It does not satisfy the County Board.

Another solution is to redesign the interchange at the Wilson River Highway Junction on the same basic design used at the South Tigard Interchange. A plan is attached. While this design is not ideal, it does eliminate the left exit to the Wilson River Highway and it meets all the requirements the County Board requested.

The cost of the redesign is estimated at $1,007,000. This is about $700,000 more than the cost of the Harrison-Mountaindale connection, but is a final solution without introducing additional access or interchanges.

The cost could be deferred by leaving the present access at the easterly end of the Wilson River Junction and terminating the project at this location.

This plan is my recommendation. It has been discussed with Mr. Barbee who did not like the interior loop, but agreed that it would function. The plan will be acceptable to Mr. Ken Meng.

Frank L. Hall

FRANK L. HALL
Assistant Design Engineer

FLH/bdr
Attach.

Hwy #1, West to N Plains - Wilson River

WASHINGTON COUNTY

COURTHOUSE—SECOND & MAIN STREETS
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
ELDON HOUT, Chairman
JOHN C. ANICKER
LYELL GARDNER
WILLIAM MASTERS
BURTON C. WILSON JR.

RECEIVED
MAY 7 - 1969
ENGINEER
COUNTY & CITY DIVISION

DEPT. OF PUBLIC WORKS
KENNETH A. MENG, Director
WEIL ARCADE
(503) 648-8886

May 5, 1969

Route

Hall
A. Olson
Sample
Terpin
Swenson

RECEIVED
MAY 8 1969
DESIGN
DIVISION

Trout
Wills
Hackleman
Scott
R. Olson
Carlson

Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Attention: Si Cox, City-County Relations Engineer

Gentlemen:

As a result of your department's request for the county's consideration of the disposition of county roads in the vicinity of the North Plains-Wilson River section of the Sunset Highway #26. Our department prepared and submitted a report dated July 26, 1968 to the Washington County Board of Commissioners, whereupon said Board on September 24, 1968 held a public hearing on the matter. On September 30, 1968 we transmitted to your department the Board comments relative to this matter and on January 6, 1969 I met with representatives of your department to discuss your investigation of the Board's request.

The Washington County Board of Commissioners have considered the results of your preliminary investigation of the county's request and the cost estimates supplied by your department on January 6, 1969 and as a result directed that I inform you of their feeling in the matter.

While the county realizes that the area in the vicinity of the subject project is basically agricultural oriented at the present time, we are aware that there does exist, in the general area, a community with churches, schools, etc. and a need to commute from one side of the Sunset Highway to the other with farm machinery, wood products and farm products, as well as passenger traffic. We are also aware that the people living in that general area need access to the Sunset Highway. Planning projections indicate that urbanization will continue to move westerly as utilities and the demand presents itself. An example is a subdivision combined with an air strip on the south side of the Sunset Highway opposite the City of North Plains, which is in the process of developing.

If your contemplated improvement is made, without further consideration for access and crossings, there would exist a stretch of a primary highway approximately 4.2 miles long severing an agricultural community without

access to said highway and with only one intermediate overcrossing. This overcrossing does not connect with roads on the south side of the Sunset Highway, which would permit access to all portions. Therefore, access would be less than it presently is.

After study and consideration of the entire matter, it is the feeling of Washington County Board of Commissioners that the following provisions should be made in the widening of the Sunset Highway in this area:

1. That right-of-way be acquired and provisions made for a future interchange east of the junction with the Wilson River Highway as shown in your estimate #6 and that until said interchange is justified from the traffic volume standpoint, a grade intersection with proper warning devices be constructed allowing access and crossing of the Sunset Highway for Mountaindale Road.

2. That right-of-way be acquired for a future interchange and an initial overpass be constructed on Dursham Road.

3. That the easterly portion of Vadis be re-aligned and a new frontage road constructed along the south side of the Sunset Highway between Gordon Road and Glencoe Road as shown as estimate #5 on your previously submitted map.

In the event the state rejects these recommendations and as a less desirable alternate, the county feels that an overpass should be constructed on Mountaindale Road east of the Wilson River Junction (in place of estimate #6 interchange) and that the Harrison-Mountaindale Road connection generally west of the Wilson River Junction should be constructed for access purposes.

We would point out that with the elimination of the 180° turn east of the Wilson River Junction, some provision for northeast bound Wilson River traffic to proceed west on the Sunset Highway must be made. While the county is cognizant of the state's financial problems and their desire to improve the Sunset Highway, we feel that the county citizen's owning property and living adjacent to this project must be considered and that to eliminate convenient access to the Sunset Highway and overcrossings will result in a condition less desirable than at present, at least for these citizen's.

If you would care to discuss the matter further or raise other points, we will be glad to meet with you.

Very truly yours,

Ken Meng
Director of Public Works

KM:jt
cc: County Administrative Officer
Copies to: F. B. Klabee
D. J. Barbee

RECEIVED
MAY 7 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 4 - 1969
FOR FILING

34-11-E
7488

MEMO TO THE FILES: June 3, 1969

Wilson River Highway Junction-North Plains Section
Sunset Highway No. 47
Washington County

On Monday, June 2, Mr. Frank Hall, Assistant Design Engineer, Mr. R. D. Asburry, Division Engineer, and the undersigned went to Hillsboro and met with Mr. Ken Meng, Washington County Director of Public Works, for the purpose of explaining our proposal for construction of the Wilson River Highway-North Plains Section of the Sunset Highway.

The proposed reconstruction of the Wilson River Highway Interchange was acceptable to Mr. Meng and there was no objection to the closure of Gordon and Mountaindale Roads. His principal concern was that the local property owners be provided with access to the state highway system without being required to travel an unreasonable distance out-of-direction.

Mr. Meng was informed that the proposal, as it now stands, would be the one presented at a public hearing in the near future.

Mainor C. Holmes
Mainor C. Holmes
Engineer Assistant
County-City Division

NOTED
F. B. KLABOE

MCH:eb

cc F. B. Klaboe
Frank L. Hall
R. D. Asburry

RECEIVED
JUN 4 1969
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

REVISED

Section WILSON RIVER HIGHWAY JCT. - NORTH PLAINS Highway SUNSET (FAR 27) County WASHINGTON Prefix 34-1435

Res. Engr. L. Johnston Approx. Length 3.96 Miles. Sta. 2338± to Sta. 2547± Date 5-8-69

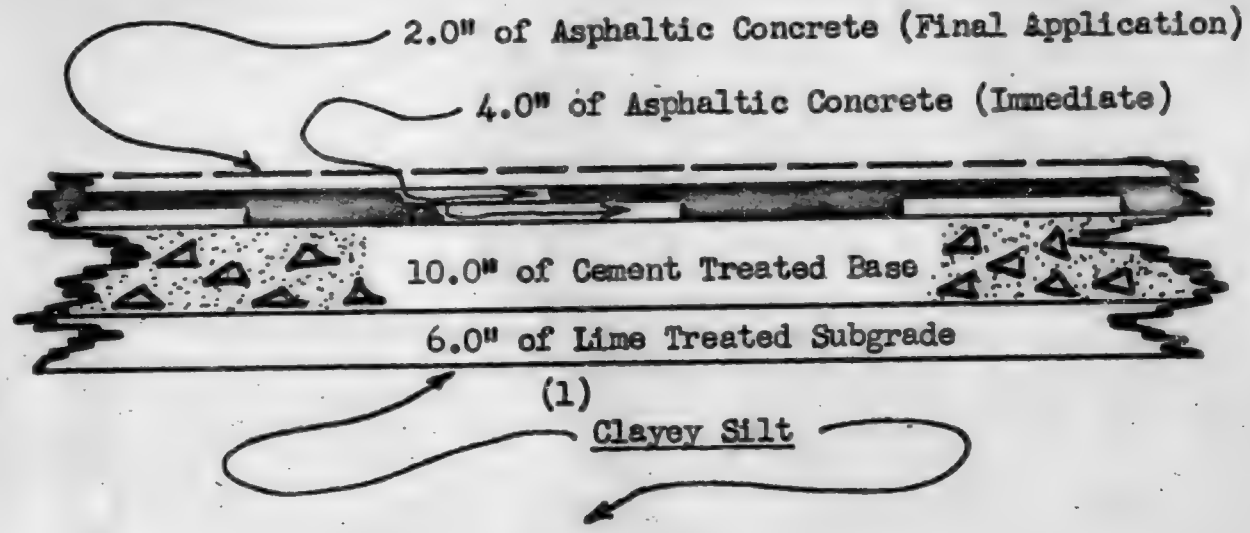
Mean

Truck A.D.T. 1305 Traffic Coefficient 10.3 18 kip s.a. per day 549.7. (Automobiles not considered.)

Annual Precipitation 44"± (Forest Grove) Frost Penetration - - - -.

NEW WORK

(1)
Typical Soil
30 LL
5 PI
99 %P 10
97 %P200
1 %Gravel
1 %C Sand
1 %F Sand
75 %Silt
22 %Clay
5 "R" Value


2.0" of Asphaltic Concrete (Final Application)
4.0" of Asphaltic Concrete (Immediate)
10.0" of Cement Treated Base
6.0" of Lime Treated Subgrade
(1)
Clayey Silt

	CBE Total Req.	Credit	Actual Thick.	
		4.0	2.0	A.C. (Fina
		8.0	4.0	A.C. (Immed
		18.0	10.0	C.T.B.
		5.0	6.0	L.T.S.
34.5		35.0	22.0	

AASHO CLASSIFICATION:
A-4 (8)

MATERIAL SOURCES:
To be determined by the Engineer.

See Page 4 for Remarks.

RECEIVED MAY 22 1969 B.P.R.

NOTED F. B. KLABOE

Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Division Geologist

Submitted by E. J. Guy for Staff Assistant

Recommended by J. E. Woodrow Engineer of Materials

Recommended by L. F. Ocker asst Construction Engineer

Approved by F. B. Klaboe Asst. State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section WILSON RIVER HWY. JCT. - NORTH PLAINS Highway SUNSET (FAR 27) County WASHINGTON Prefix 34-1435

Res. Engr. L. Johnston Approx. Length 3.96 Miles. Sta. 2338± to Sta. 2547± Date 5-8-69
Mean

Truck A.D.T. 1305 Traffic Coefficient 10.3 18 kip s.a. per day 549.7.
(Automobiles not considered.)

Annual Precipitation 44"± (Forest Grove) Frost Penetration - - - -.

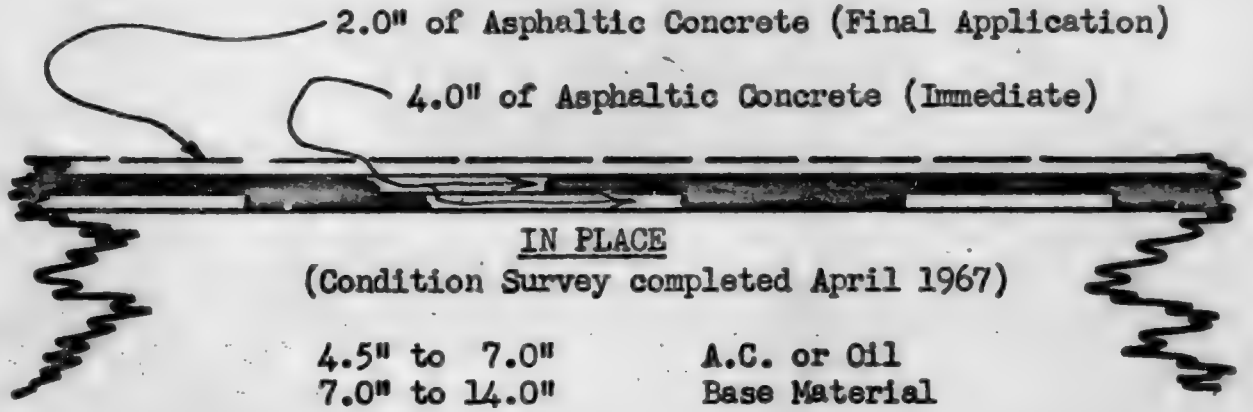
(1)

Typical Soil
30 LL
5 PI
99 %P 10
97 %P200
1 %Gravel
1 %C Sand
1 %F Sand
75 %Silt
22 %Clay
5 "R" Value

AASHO CLASSIFICATION:
A-4 (8)

MATERIAL SOURCES:
To be determined by the Engineer.

EXISTING ROADWAY



IN PLACE
(Condition Survey completed April 1967)

4.5" to 7.0" A.C. or Oil
7.0" to 14.0" Base Material

CBE Total Req.	Credit	Actual Thick.	
	4.0	2.0	A.C. (FA)
	8.0	4.0	A.C. (I)
IN PLACE			
	Average		
	11.5	6.5	A.C. or Oil
	8.0	11.0	Base
34.5	31.5	23.5	

See Remarks on Page 4.

SECTION: WILSON RIVER HIGHWAY JCT. - NORTH PLAINS

HIGHWAY: SUNSET

COUNTY: WASHINGTON

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	~~XXXXXXX~~ XXX C.T.B.	3/4"-0 Level	Crushed Base	~~XXXX~~ XXX L.T.S.	"CBE" Total Requirement	Actual Thickness
9 - 10	4.0"	10.0"	—	—	6.0"	32.0"	20.0"
8 - 9	3.5"	9.0"	—	—	6.0"	28.5"	18.5"
7 - 8	3.5"	8.0"	—	—	6.0"	25.5"	17.0"
6 - 7	3.0"	6.0"	—	—	6.0"	22.0"	15.0"
4.8 - 6	2.0"	5.0"	—	—	6.0"	18.5"	13.0"
Cars Only	2.0"	4.0"	—	—	6.0"	13.5"	12.0"

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphaltic Concrete	=	2.0 "	Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.8 "	Crushed Base
1.0"	Cement Treated Base	=	1.8 "	Crushed Base
1.0"	Oil Mat	=	1.1 "	Crushed Base
1.0"	Stone Subbase (Per Standard Specifications plus Supplementals)	=	0.8 "	Crushed Base
1.0"	Lime Treated Subgrade	=	0.8 "	Crushed Base

WILSON RIVER HIGHWAY JCT. — NORTH PLAINS

SUNSET HIGHWAY # 47

WASHINGTON COUNTY

REMARKS:

At the time of the condition survey in April 1967, the A.C. wearing surface was in poor condition; areas of alligatoring, both transverse and longitudinal cracking, and rutting in the wheel tracks to 0.5"± in depth. (See attached photos.)

A 20 year design period would require a 7.5" A.C. overlay. We recommend stage construction be considered; 4.0" of A.C. overlay at the present time with an additional 2.0" to be placed in about 5 years. The remaining 1.5" at some future date when conditions warrant.

Tests indicate that a blanket is required to prevent infiltration of subgrade soil into the base material. Addition of 5%± lime to the in-place soil would give the same benefit as a sand blanket, and would allow credit of 1.0" treated material = 0.8" crushed base.

Project Base Design revised in order to recommend the use of Cement Treated Base in lieu of Plant Mix Stone Base.

Recommend that shoulder and base material be the same as crushed for C.T.B., 1.0" - 0.

EXISTING ROADWAY CREDITS

1.0"	A.C. or Oil	=	1.75"	Crushed Base
1.0"	Base Material	=	0.75"	Crushed Base

TRAFFIC ANALYSIS

SECTION: WILSON RIVER HIGHWAY JCT. - NORTH PLAINS

HIGHWAY: SUNSET

COUNTY: WASHINGTON

5650 Present ADT (1969)

14 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	380	2.3	874	627	450	282,150
3	160	2.3	368	264	1000	264,000
4	30	2.3	69	50	1250	86,250
5	215	2.3	495	355	3180	1,128,900
6	5	2.3	12	9	2570	23,130
				1305	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 1,784,430

TWENTY YEAR EWL 35,688,600

TRAFFIC COEFFICIENT 10.3

SECTION: WILSON RIVER HIGHWAY JCT. - NORTH PLAINS

HIGHWAY: SUNSET

COUNTY: WASHINGTON

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made for this section as no known local material source could produce specification P.C.C. aggregate.

JLS:phm
2-6-69

2-11-69

PUX 720

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct an overcrossing structure over the tracks and right of way of the Spokane, Portland and Seattle Railroad, known as the Vadis overcrossing project in the Southeast Quarter of the Northwest Quarter (SE¼NW¼) of Section 2, Township 1 North, Range 3 West, Willamette Meridian, Washington County, Oregon.	APPLICATION NO._____

Comes now the State Highway Commission and files its application in the above-entitled matter.

The Applicant herein respectfully represents:

I

That the name and address of your Applicant are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon 97310.

II

That this Application is made under authority of ORS 366.205, ORS 763.040 and ORS 763.050.

III

That for the proper service, safety and convenience of the traveling public, Applicant proposes to construct an additional two lanes on the Wilson River Highway Junction-North Plains Section of the Sunset Highway. Said construction will require the construction of an additional overcrossing structure over the tracks and right of way of the Spokane, Portland and Seattle Railroad as shown on Oregon State Highway Department Drawing No. 24360, titled

JLS:phm
2-6-69

Vadis O'Xing (SPS RR) East Bound Wilson River Hwy Jct-North Plains Sec. Sunset Highway, Washington Co. Plan and Elevation, Dated 12-18-68 and Oregon State Highway Department Drawing No. 23998, titled Vicinity Map & Profile, Vadis Overcrossing SP&S Railroad Wilson River Hwy Jct-North Plains Sect. Sunset Highway, Washington Co., Dated April 1968, attached hereto and by this reference made a part hereof.

IV

Because of the terrain an overcrossing structure is the only possible means of crossing the railroad tracks.

V

That, upon completion, the estimated annual average daily traffic over both structures will be 5,900, with an anticipated increase to 13,000 vehicles per day in 20 years. There are two railroad movements per day at the site of the crossing.

VI

The proposed structure will be 580' long measured from the center line of Bent No. 1 to the center line of Bent No. 8 and will consist of 21', 103', 3 at 115', 90' and 21' spans. All spans will be prestressed concrete girder spans with the exception of the spans at each end which will be reinforced concrete slab spans. The roadway width between curbs will be 40' with no provision for pedestrian traffic. The structure is located on a 2,000' vertical curve with an ascending grade of 2.4863% in the easterly direction and an ascending grade of 1.9543% in the westerly direction. The point of intersection of the grades is located at Highway Station LE 2479+00 and is at elevation 242.21. The Highway center line intersects the center line of the

railroad track at Highway Station LE 2479+39.12 POT equals Railroad Station 1282+88.73. The angle of intersection is 20°19'00" and is located in the Southeast Quadrant.

VII

That the only interested parties are Washington County and the Spokane, Portland and Seattle Railroad.

VIII

That the Applicant proposes that the construction and maintenance of the project be handled and the costs thereof be borne as follows:

THINGS TO BE DONE BY APPLICANT:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the proposed grade separation structure, including highway approaches, and supervise the construction thereof.

(b) Utilizing State and Federal funds, finance the construction of said project, including reimbursement to the Railway for its costs incurred in connection therewith, with accounting practices to be followed and reimbursement made as provided in Bureau of Public Roads' Policy and Procedure Memorandum No. 30-3, dated October 15, 1966, and amendments and supplements thereto.

(c) Upon completion of the project, Applicant will maintain the structure and all highway appurtenances thereto.

JLS:phm
2-6-69

THINGS TO BE DONE BY RAILWAY:

(a) Subject to reimbursement by Applicant under Federal regulations as set forth in paragraph (b) under THINGS TO BE DONE BY APPLICANT, furnish such engineering, inspection, watchmen and flagmen services as may be necessary to protect railroad operations during the period of construction of the project.

(b) If necessary, remove and protect the signal and communications lines during the same period and replace in final location upon completion of construction.

(c) At its own expense, maintain the railroad tracks with their appurtenances and facilities.

IX

The vertical and horizontal clearances are as indicated on Drawing No. 24360 and exceeds the clearances for the existing structure. During the construction of the structure it will be necessary to have an impaired vertical clearance of 21' from the top of rail to the bottom of the falsework and to limit the horizontal clearance to 8'6" each side of the center line of the track.

X

That the proposed project is located in the Southeast Quarter of the Northwest Quarter (SE¼NW¼) of Section 2, Township 1 North, Range 3 West, Willamette Meridian, Washington County, Oregon.

JLS:plm
2-6-69

WHEREFORE, Applicant prays for an order authorizing said construction and allocation of the costs thereof, in accordance herewith, and for such other order or orders as may be proper in the premises.

Dated at Salem, Oregon, this 11th day of February, 1969.

STATE OF OREGON, by and through
its State Highway Commission

G. E. ROHDE
Assistant Attorney General & Chief
Counsel for the State Highway Commission

By_____
JACK L. SOLLIS
Utilities & Railroad Attorney

STATE OF OREGON)
) ss
COUNTY OF MARION)

I, Ivan D. Merchant, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing Application is true as I verily believe.

IVAN D. MERCHANT

Subscribed and sworn to before me this 11th day of February, 1969.

JACK L. SOLLIS
Notary Public, Oregon
My Commission Expires 12-18-72

I certify that the above is a true and correct copy of the foregoing Application and the whole thereof.

JACK L. SOLLIS
Utilities & Railroad Attorney

RECEIVED
FEB 7 - 1969
FORM E-80 (12-67)
FOR FILE

34-1128
1488

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 5, 1969

SUBJECT: Vadis (SP&S Railroad) O'Xing
East Bound
Wilson R. Hwy Jct.-N. Plains Sec.
Sunset Highway
Washington County
Bridge No. 2367A

To: George Rohde
Chief Counsel

BUILDING

Attention: Jack L. Sollis

About the end of the year it is planned to improve the subject section of highway by converting the present two lanes to a four lane highway and in so doing will require another structure parallel to the existing structure in order to carry the additional lanes over the SP&S Railroad. We are attaching 12 prints each of Drawings Nos. 23998 and 24360 which are the vicinity map and profile and plan and elevation drawings, respectively, these drawings to be used in our application for the PUC order.

The proposed structure is located in the SE¼ of the NW¼ of Section 2, T. 1 N., R. 3 W., W.M., Washington County, Oregon. The proposed structure will be 580' long measured from the center line of Bent No. 1 to the center line of Bent No. 8 and will consist of 21', 103', 3 at 115', 90', and 21' spans. All spans will be prestressed concrete girder spans with the exception of the spans at each end which will be reinforced concrete slab spans. The roadway width between curbs will be 40' with no provision for pedestrian traffic.

The structure is located on a 2,000' vertical curve with an ascending grade of 2.4863% in the easterly direction and an ascending grade of 1.9343% in the westerly direction. The point of intersection of the grades is located at Highway Station LE 2479+00 and is at elevation 242.21. The Highway center line intersects the center line of the railroad track at Highway Station LE 2479+39.12 POT equals Railroad Station 1282+68.73. The angle of intersection is 20°19'00" and is located in the Southeast Quadrant. The vertical and horizontal clearances are as indicated on Drawing No. 24360 and exceeds the clearances for the existing structure. During the construction of the structure it will be necessary to have an impaired vertical clearance of 21' from the top of rail to the bottom of the falsework and to limit the horizontal clearance to 8'6" each side of the center line of the track. The overcrossing is to be constructed with Federal and State funds.

NOTED
TOM EDWARDS

Since the railroad will not benefit from the construction of this structure no participation in the cost is required from the railroad. Any necessary expenses incurred by the railroad in connection with the construction of the project will be reimbursed as permitted by PPM30-3 with amendments and additions thereto.

The average daily traffic over both structures will be 5,900 with an anticipated increase to 13,000 vehicles per day in 20 years. There are two train movements per day.

In this construction project the State should do the following things: Prepare plans and estimates, award contract and supervise construction. Upon completion of the project State will maintain the structure and all highway appurtenances.

In this construction project the railroad should furnish preliminary engineering, switchmen and flagmen services to protect its operations during construction, and remove and protect its signal and communication lines during this period and replace them in final location upon completion of the construction, and, at its own cost and expense, maintain the trackage and railroad appurtenances.

Will you please prepare the necessary application for a PUC Order.

ORIGINAL SIGNED
T. C. ROAKE

Theo. C. Roake
Assistant Bridge Engineer

TCR:jf

cc: Tom Edwards
T. W. Litchfield

RECEIVED
FEB 6 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 3 - 1969
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

34-1128
7488

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

January 30, 1969

Spokane, Portland & Seattle Railway Co.
1101 N. W. Hoyt Street
P. O. Box 571
Portland, Oregon 97207

Attention: H. F. Moy
Chief Engineer

Subject: Vadis O'Xing (SP&S RR) Eastbound
Wilson River Hwy. Jct.-N. Plains Section
Sunset Highway
Washington County
Bridge No. 2367A

Gentlemen:

In the near future, it is planned to improve the subject section of highway and change it from 2 lanes to that of 4 lanes, using the present 2 lanes for the westbound traffic, and construct a new 2-lane highway to the south. In doing this, it will be necessary to construct another structure parallel to and 84' between the centerlines of the roadways of the 2 structures.

The proposed structure is located in the SE¼ of the NW¼ of Sec. 2, Twp. 1 N., R. 3 W., W.M., Washington County, Oregon. The proposed structure will be 580' long measured from the centerline of Bent No. 1 to the centerline of Bent No. 8, and will consist of 21', 103', 3 at 115', 90' and 21' spans. All spans will be prestressed concrete girder spans with the exception of the spans at each end, which will be reinforced concrete slab spans. The roadway width between curbs will be 40' with no provision for pedestrian traffic. The structure is located on a 2,000' vertical curve with an ascending grade of 2.4863% in the easterly direction and an ascending grade of 1.9543% in the westerly direction. The point of intersection of the grades is located at Highway Station LE 2479+00 and is at elevation 242.21. The Highway centerline intersects the centerline of the railroad track at Highway Station LE 2479+39.12 POT equals Railroad Station 1282+88.73. The angle of intersection is 20°19'00" and is located in the Southeast Quadrant. The vertical and horizontal

NOTED
TOM EDWARDS

clearances are as indicated on Drawing No. 24360, and exceeds the clearances for the existing structure. During the construction of the structure, it will be necessary to have an impaired vertical clearance of 21' and limit the horizontal clearance to 8'6" each side of the centerline of the track.

The Overcrossing is to be constructed with Federal and State funds. Since the Railroad will not benefit from the construction of this structure, no participation in the cost is requested from the Railroad. Any necessary expenses incurred by the Railroad in connection with the construction of the project will be reimbursed as permitted by PPM 30-3, with amendments and additions thereto.

The average daily traffic over both structures will be 5,900 with an anticipated increase to 13,000 vehicles per day in 20 years. There are 2 train movements per day.

In this construction project, the State should do the following things:

Prepare plans and estimates, award contract and supervise construction. Upon completion of the project the State will maintain the structure and all highway appurtenances.

In this construction project the Railroad should furnish preliminary engineering, switchmen and flagmen services to protect its operations during construction, and remove and protect its signal and communication lines during this period and place them in final location upon completion of the construction, and at its own cost and expense maintain the trackage and railroad appurtenances.

We are attaching 4 prints each of Drawings Nos. 23998 and 24360, which are the Vicinity Map and Profile and Plan and Elevation drawings, respectively. These drawings will be used as exhibits in our Application for a PUC Order. Will you please review these drawings and return one set to us with your approval and comments noted thereon.

Very truly yours,

Ivan D. Marchant
Bridge Engineer

TCR:jr
Attachments

cc: Tom Edwards
T. W. Litchfield
Jack L. Sollis

RECEIVED
JAN 31 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 13 1969

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
January 10, 1969

34-11-4
7488

To: MEMORANDUM TO FILES:

SUBJECT: Proposed Wilson River Jct.-
North Plains Section
Sunset Highway

On January 6, 1969, a meeting was held at Hillsboro with Kenneth Meng, Director of Public Works, to inform him of our plans as developed since a public hearing was held on the proposed Wilson River Junction-North Plains Section. Those attending the meeting were Kenneth Meng, Gerald Wimer, Robert Prang, and Frank Hall.

Gordon Road, in North Plains, was the first subject discussed. Mr. Meng was told that a separation structure would cost $412,400 and could not be justified. Instead of a separation he was told we would provide a frontage road on the southerly side of our highway to connect Gordon Road and Vadis Station with the interchange on the Glencoe Road. Mr. Meng stated this would cause some re-routing of traffic that could affect other streets in North Plains.

Our proposal to purchase right of way for a future interchange at Vadis met with his approval.

Mr. Meng was told that the Mountaindale Road Interchange could not be constructed because of the cost which was estimated at $1,497,400. He was shown an alternate plan that would connect the county roads in this area with the Wilson River Highway and Sunset Highway west of the Wilson River Highway Junction. Mr. Meng expressed some objection to this plan and asked that we study the possibility of making the connection part of the Wilson River Highway Interchange. He was told this possibility would be studied.

The proposed grade separation at Center Street on the Sunset Highway-Beaverton Section came under brief discussion on the subject of location. Mr. Meng had asked that we try to keep the structure on the present location of Center Street. He was told that this could be done by grade adjustments but costs would be excessive.

Mr. Meng had to leave for another meeting. He said he wanted more time to study our plans and discuss them with the County Commissioners.

Frank L. Hall

FRANK L. HALL
Assistant Design Engineer

RECEIVED
JAN 13 1969
OFFICE OF
STATE HIGHWAY ENGINEER

FLH/bdr
cc: F. B. Klaboe
D. J. Barbee
G. W. Wimer
H. S. Cox
Adrian Olson

RECEIVED
OCT 3 - 1968

Washington County Oregon

BOARD OF COMMISSIONERS
HILLSBORO
WASHINGTON COUNTY, OREGON

JOHN C. ANICKER, CHAIRMAN
ELDON HOUT, COMMISSIONER
WILLIAM MASTERS, COMMISSIONER
CLAYTON NYBERG, COMMISSIONER
BURTON C. WILSON JR., COMMISSIONER

DEPARTMENT OF PUBLIC WORKS
KENNETH A. MENG
DIRECTOR

RECEIVED
OCT 2 1968
ENGINEER
COUNTY & CITY DIVISION

September 30, 1968

Oregon State Highway Department
City-County Engineer
Salem, Oregon 97301

Subject: Highway 26, North Plains-Wilson River Junction Section

Gentlemen:

The Oregon State Highway Department has previously requested the opinion and position of Washington County relative to the existing county roads in the vicinity of or intersecting the Highway 26 between North Plains and the Wilson River Junction. Upon receipt of said request the Public Works Department of Washington County proceeded to study the matter and formulated recommendations to the Board of Commissioners. The Board, in turn, advertised and held an unofficial public hearing in which the comments of citizens and land owners in the area who are affected by the proposed improvement were heard.

At said public hearing Mr. Ray D. Asbury, your Division II Engineer, explained the proposed project and indicated that tentative state plans call for (1) the closure of Gordon Road on either side of Highway 26; realigning of the easterly portion of Vadis Road, (2) lengthening of the overpass structure on Dursham Road, (3) the closing of Mountaindale Road on the north and south sides of Highway 26, and (4) the closing of Harrison Road on the north side of Highway 26. The latter two items would also eliminate the connection between eastbound and westbound lanes near Mountaindale Road.

As a result of testimony at the public hearing and the report of the Public Works Department the County Board of Commissioners, after consideration, adopted a resolution setting forth their position in this matter. Said resolution states the county's position as follows:

1. Mountaindale Road and Harrison Road should be brought into the proposed interchange with the Wilson River Highway.

2. Mountaindale Road on the south side of Highway 26 should have a connection with the Wilson River Highway so as to eliminate a dead end road of over a mile in length.

3. Dursham Road initially should be provided with an expanded overpass, however since it is approximately half way between Glencoe interchange and Wilson River interchange and in view of possible future development adjacent to this highway, the State should acquire sufficient right-of-way to provide for a future interchange of Dursham Road with Highway 26.

NOTED
DON HARWELL

4. Gordon Road is too close to the Glencoe Road interchange to warrant a separate interchange structure. However, Gordon Road should be provided with an overpass to better serve the City of North Plains and pending developments in the area.

5. The Banks Road which enters the Sunset Highway approximately 4000 feet west of the Wilson River interchange is, in all probability, too close to said Wilson River interchange to warrant a separate and future interchange. Therefore in consideration of the possible future four-lane extension west of the Wilson River interchange, it would be desirable to plan for the extension of the Banks Road and its connection into either Highway 26 or Wilson River Highway at this time by installing a frontage road along the south side of Highway 26 to the vicinity of the interchange.

Thus, the above constitutes the present position of Washington County Board of Commissioners relative to this matter. If you would care to discuss these matters further, we would be glad to meet with you and provide further explanation.

Very truly yours,

Ken Meng
Director of Public Works

KM:jt
cc: County Administrative Officer

Copy to : F.B. Klaboe
F.D. Morgan
R.D. Asburry

RECEIVED
AUG 9 - 1968
FOR FILING

34-1128
7488

July 22, 1968

Washington County Board of Commissioners
Courthouse
Hillsboro, Oregon 97123

Attention: Roger Thomssen
County Clerk

Agenda 3b-2
July 9, 1968

Gentlemen:

The State Highway Commission at its meeting on July 9, 1968, adopted a survey concerning improvement on the Wilson River Highway Junction-North Plains Section of the Sunset Highway.

For your information, we have attached a sketch map showing the route of the new section and a copy of the Commission's "Survey Resolution No. 349," adopting the survey.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

Attachment

1968
RECEIVED
JUL 2 - 1968
Port.

34-1128
7488

July 2, 1968

Oregon State Highway Commission

Gentlemen:

The survey on the Wilson River Highway Junction-North Plains Section of the Sunset Highway in Washington County has been completed. This project will convert the existing two-lane facility to four lanes along the present route. A public hearing will not be required for this project. The length of this project is 3.61 miles and a map is attached for your information.

This project was tentatively approved October 31, 1967, on Program XI. The estimated construction cost is $2,200,000 and the estimated right-of-way cost is $100,000, for a total estimated cost of $2,300,000.

I recommend your approval of the survey and request authority to purchase the necessary right-of-way with construction to be undertaken when funds become available.

This matter will be on the agenda for your consideration at the July 9 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attach.
cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
D. H. Moehring
C. H. Maison
L. H. Young
L. W. Rulien

BG:jp fn

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

REVISED

REVISED

Section WILSON RIVER HIGHWAY JCT.- NORTH PLAINS Highway Sunset (FAP 27) County Washington Prefix 34-1435

Res. Engr. L. Johnston Approx. Length 3.96 Miles. Sta. 2338+ to Sta. 2547+ Date 6-20-68

Truck A.D.T. 1305 Traffic Coefficient 10.3 18 kip s.a. per day 549.7 (Automobiles not considered.)

Annual Precipitation 44"+ (Forest Grove) Frost Penetration ---------.

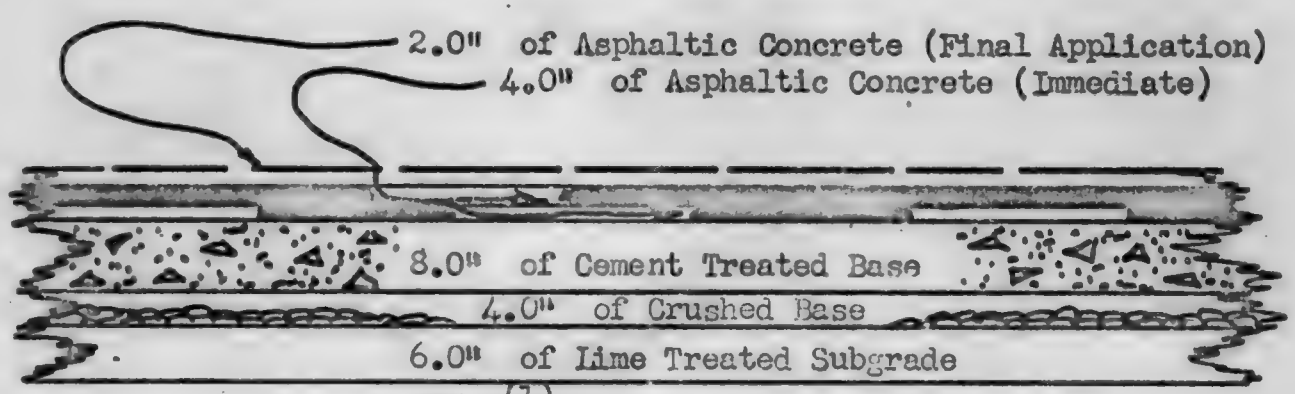
(1)
Typical Soil
30 LL
5 PI
99 %P 10
97 %P200
1 %Gravel
1 % Sand
1 % Sand
75 %Silt
22 %Clay
5 "R" Value
(Uncorrected)

AASHO CLASSIFICATION:
A-4 (8)

MATERIAL SOURCES:

To be determined by the Engineer.

NEW WORK


2.0" of Asphaltic Concrete (Final Application)
4.0" of Asphaltic Concrete (Immediate)
8.0" of Cement Treated Base
4.0" of Crushed Base
6.0" of Lime Treated Subgrade
(1)
Clayey Silt

CBE Total Req.	Credit	Actual Thick.	
8 8 7.7	4.0	2.0	A.C. (Final)
	8.0	4.0	A.C. (Immediate)
	14.5	8.0	C.T.B.
	4.0	4.0	Cr. Base
	5.0	6.0	L.T.S.
34.5	35.5	24.0	

RECEIVED JUN 27 1968

NOTED
F. B. KLABOE

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Bridge Engineer
Rural Engineer

Submitted by C. J. Berg for Staff Assistant

Recommended by D. A. Clark Engineer of Materials

Recommended by L. L. Rocken Construction Engineer

Approved by F. B. Klaboe Asst. State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section WILSON RIVER HIGHWAY JCT.- NORTH PLAINS Highway Sunset (FAP 27) County Washington Prefix 34-1435

Res. Engr. L. Johnston Approx. Length 3.96 Miles. Sta. 2338± to Sta. 2547± Date 5-23-68

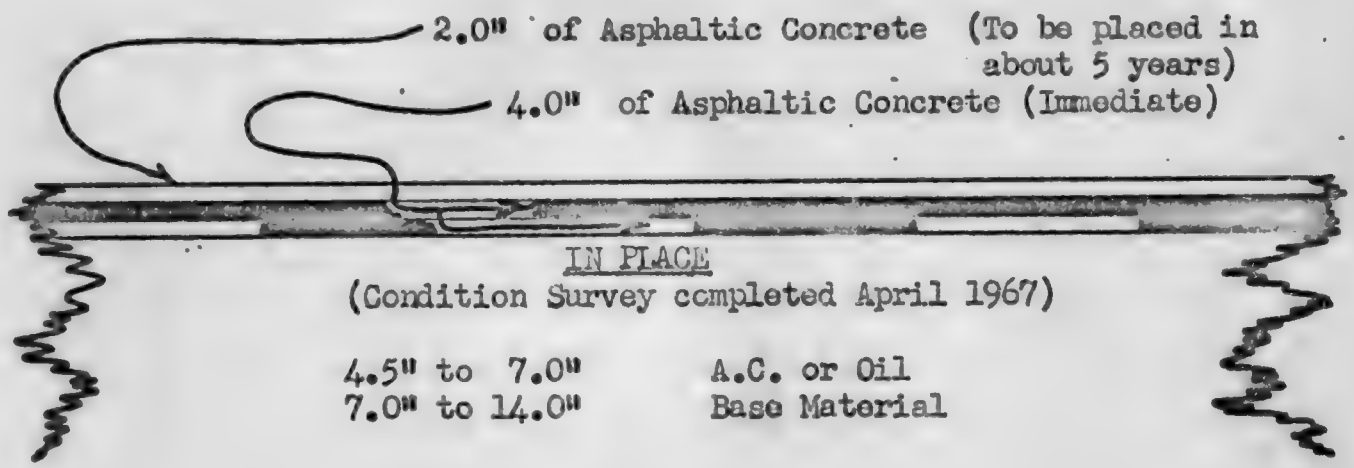
Truck A.D.T. 1305 Traffic Coefficient 10.3 18 kip s.a. per day 549.7 (Automobiles not considered.)

Annual Precipitation 44"+ (Forest Grove) Frost Penetration - - - - - - - - - -.

(1) EXISTING ROADWAY

Typical Soil
S LL
e PI
e %P 10
%P200
P %Gravel
a %C Sand
g %F Sand
e %Silt
%Clay
l "R" Value (Corrected)

AASHO CLASSIFICATION:


2.0" of Asphaltic Concrete (To be placed in about 5 years)
4.0" of Asphaltic Concrete (Immediate)
IN PLACE
(Condition Survey completed April 1967)
4.5" to 7.0" A.C. or Oil
7.0" to 14.0" Base Material

MATERIAL SOURCES:

CBE Total Req.	Credit	Actual Thick.	
	4.0	2.0	A.C. (Fu p)
	8.0	4.0	A.C. (Immediate)
	IN PLACE	Average	
	11.5	6.5	A.C. or Oil
	8.0	11.0	Base
34.5	31.5	24.0	

See remarks on Page 4.

WILSON RIVER HIGHWAY JCT.-NORTH PLAINS
Sunset Highway #47
Washington County

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	P.M.B.B.	3/4"-0 Level Course	Crushed Base	L.T.S.	"CBE" Total Requirement	Actual Thickness
9 - 10	4.0"	6.0"	- - -	8.0"	6.0"	32.0"	24.0"
8 - 9	3.5"	3.0"	- - -	11.0"	6.0"	28.5"	23.5"
7 - 8	3.5"	3.0"	- - -	8.0"	6.0"	25.5"	20.5"
6 - 7	3.0"	- - -	2.0"	9.0"	6.0"	22.0"	20.0"
4.8 - 6	2.0"	- - -	2.0"	7.5"	6.0"	18.5"	17.5"
Cars Only	2.0"	- - -	2.0"	*4.0"	6.0"	13.5"	14.0"

*Minimum bottom course base

Should substitutions be made use the "CBE" column to obtain the "TOTAL THICKNESS REQUIRED" and the table below for values:

1.0"	Asphaltic Concrete	=	2.0" Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.8" Crushed Base
1.0"	Cement Treated Base	=	1.8" Crushed Base
1.0"	Oil Mat	=	1.1" Crushed Base
1.0"	Stone Subbase (Per Standard Specifications) (plus Supplementals.)	=	0.8" Crushed Base
1.0"	Lime Treated Subgrade	=	0.8" Crushed Base

EXISTING ROADWAY CREDITS

1.0"	A.C. or Oil	=	1.75" Crushed Base
1.0"	Base Material	=	0.75" Crushed Base

WILSON RIVER HIGHWAY JCT.-NORTH PLAINS
Sunset Highway #47
Washington County

Remarks:

At the time of the condition survey in April 1967, the A.C. wearing surface was in poor condition; areas of alligatoring, both transverse and longitudinal cracking, and rutting in the wheel tracks to 0.5"+ in depth. (See attached photos.)

A 20 year design period would require a 7.5" A.C. overlay. We recommend stage construction be considered; 4.0" of A.C. overlay at the present time with an additional 2.0" to be placed in about 5 years. The remaining 1.5" at some future date when conditions warrant.

Tests indicate that a blanket is required to prevent infiltration of subgrade soil into the base material. Addition of 5%± lime to the in-place soil would give the same benefit as a sand blanket, and would allow credit of 1.0" treated material = 0.8" crushed base.

TRAFFIC ANALYSIS

SECTION: WILSON RIVER HIGHWAY JCT.- NORTH PLAINS

HIGHWAY: Sunset

COUNTY: Washington

5650 Present ADT (1967)

1/4 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	380	2.3	874	627	450	282,150
3	160	2.3	368	264	1000	264,000
4	30	2.3	69	50	1250	86,250
5	215	2.3	495	355	3180	1,128,900
6	5	2.3	12	9	2570	23,130
				1305	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 1,784,430

TWENTY YEAR EWL 35,688,600

TRAFFIC COEFFICIENT 10.3

SECTION: WILSON RIVER HIGHWAY JCT.- NORTH PLAINS

HIGHWAY: Sunset

COUNTY: Washington

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 1 Pages

RECEIVED
MAY 31 1968
FOR FILING

Section WILSON RIVER HIGHWAY JCT.- NORTH PLAINS Highway Sunset (FAP 27) County Washington Prefix 36-1135

Res. Engr. L. Johnston Approx. Length 3.96 Miles. Sta. 2338+ to Sta. 2547+ Date 5-23-68

Truck A.D.T. 1305 Traffic Coefficient 10.3 18 kip s.a. per day 549.7 (Automobiles not considered.)

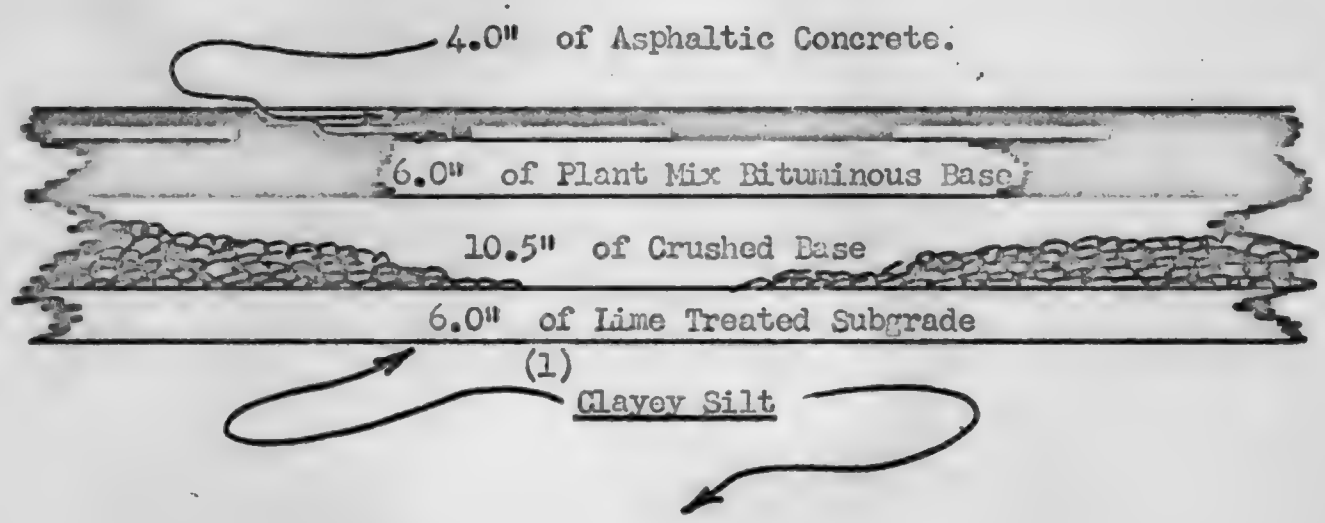
Annual Precipitation 44"+ (Forest Grove) Frost Penetration - - - - - - - -.

(1)
Typical Soil
30 LL
5 PI
99 %P 10
97 %P200
1 %Gravel
1 %C Sand
1 %F Sand
75 %Silt
22 %Clay
5 "R" Value (Corrected)

AASHO CLASSIFICATION:
A-4 (8)

MATERIAL SOURCES:
To be determined by the Engineer.

NEW WORK



	CBR Total Req.	Credit	Actual Thick.	
		8.0	4.0	A.C.
		11.0	6.0	P.M.B.B.
		10.5	10.5	Cr. Pase
		5.0	6.0	L.T.S.
	34.5	34.5	26.5	

5-24-68

NOTE
F. B. KNABE

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[illegible] Engineer
Rural Engineer

Submitted by C. J. [illegible]
for Staff Assistant

Recommended by D. A. Nichols
Engineer of Materials

Recommended by D. L. Decker
Asst Construction Engineer

Approved by M. K. [illegible]
Asst. State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section WILSON RIVER HIGHWAY JCT.- NORTH PLAINS Highway Sunset (FAP 27) County Washington Prefix 34-1435

Res. Engr. L. Johnston Approx. Length 3.96 Miles. Sta. 2338+ to Sta. 2547+ Date 5-23-68

Truck A.D.T. 1305 Traffic Coefficient 10.3 18 kip s.a. per day 549.7 (Automobiles not considered.)

Annual Precipitation 44"+ (Forest Grove) Frost Penetration - - - - - - - - -.

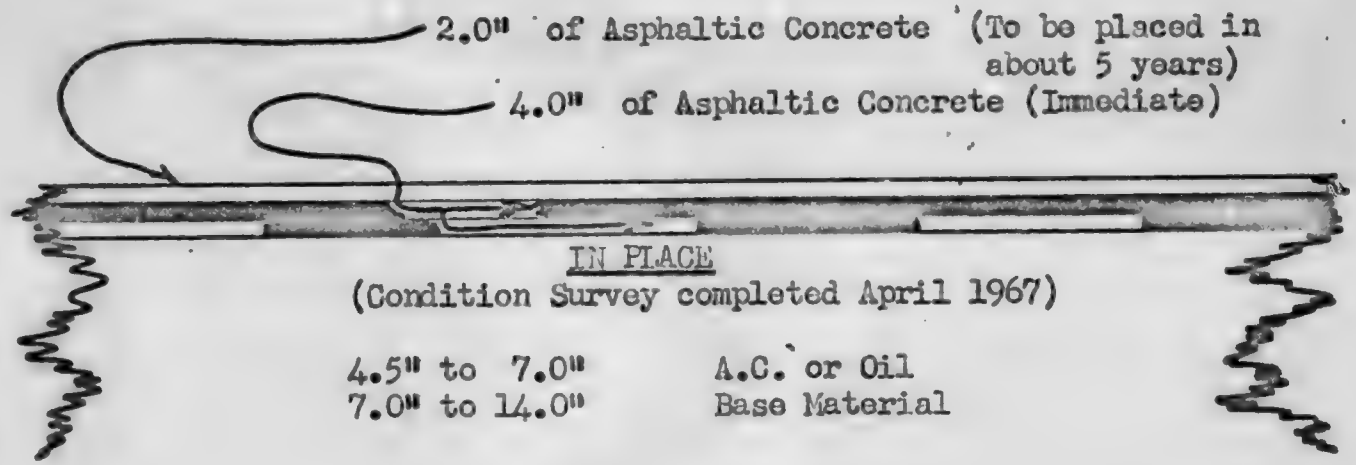
(1)

Typical Soil
S LL
e PI
e %P 10
%P200
P %Gravel
a %C Sand
g %F Sand
e %Silt
%Clay
l "R" Value
(Corrected)

AASHO CLASSIFICATION:

MATERIAL SOURCES:

EXISTING ROADWAY



(Condition Survey completed April 1967)

4.5" to 7.0" A.C. or Oil
7.0" to 14.0" Base Material

CBE Total Req.	Credit	Actual Thick.	
	4.0	2.0	A.C. (Fu e)
	8.0	4.0	A.C. (Immedi- ate)
	IN PLACE		
			Average
	11.5	6.5	A.C. or Oil
	8.0	11.0	Base
34.5	31.5	24.0	

See remarks on Page 4.

WILSON RIVER HIGHWAY JCT.-NORTH PLAINS
Sunset Highway #47
Washington County

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	P.M.B.B.	3/4"-0 Level Course	Crushed Base	L.T.S.	"CBE" Total Requirement	Actual Thickness
9 - 10	4.0"	6.0"	- - -	8.0"	6.0"	32.0"	24.0"
8 - 9	3.5"	3.0"	- - -	11.0"	6.0"	28.5"	23.5"
7 - 8	3.5"	3.0"	- - -	8.0"	6.0"	25.5"	20.5"
6 - 7	3.0"	- - -	2.0"	9.0"	6.0"	22.0"	20.0"
4.8 - 6	2.0"	- - -	2.0"	7.5"	6.0"	18.5"	17.5"
Cars Only	2.0"	- - -	2.0"	*4.0"	6.0"	13.5"	14.0"

*Minimum bottom course base

Should substitutions be made use the "CBE" column to obtain the "TOTAL THICKNESS REQUIRED" and the table below for values:

1.0"	Asphaltic Concrete	=	2.0" Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.8" Crushed Base
1.0"	Oil Mat	=	1.1" Crushed Base
1.0"	Stone Subbase (Per Standard Specifications) (plus Supplementals.)	=	0.8" Crushed Base
1.0"	Lime Treated Subgrade	=	0.8" Crushed Base

EXISTING ROADWAY CREDITS

1.0"	A.C. or Oil	=	1.75" Crushed Base
1.0"	Base Material	=	0.75" Crushed Base

WILSON RIVER HIGHWAY JCT.-NORTH PLAINS
Sunset Highway #47
Washington County

Remarks:

At the time of the condition survey in April 1967, the A.C. wearing surface was in poor condition; areas of alligatoring, both transverse and longitudinal cracking, and rutting in the wheel tracks to 0.5"+ in depth. (See attached photos.)

A 20 year design period would require a 7.5" A.C. overlay. We recommend stage construction be considered; 4.0" of A.C. overlay at the present time with an additional 2.0" to be placed in about 5 years. The remaining 1.5" at some future date when conditions warrant.

Tests indicate that a blanket is required to prevent infiltration of subgrade soil into the base material. Addition of 5%± lime to the in-place soil would give the same benefit as a sand blanket, and would allow credit of 1.0" treated material = 0.8" crushed base.

TRAFFIC ANALYSIS

SECTION: WILSON RIVER HIGHWAY JCT.- NORTH PLAINS

HIGHWAY: Sunset

COUNTY: Washington

5650 Present ADT (1967)

14 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	380	2.3	874	627	450	282,150
3	160	2.3	368	264	1000	264,000
4	30	2.3	69	50	1250	86,250
5	215	2.3	495	355	3180	1,128,900
6	5	2.3	12	9	2570	23,130
				1305	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 1,784,430

TWENTY YEAR EWL 35,688,600

TRAFFIC COEFFICIENT 10.3

SECTION: WILSON RIVER HIGHWAY JCT.- NORTH PLAINS

HIGHWAY: Sunset

COUNTY: Washington

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made for this section as no suitable local sources are known that could produce specification P.C.C. aggregates.

I-5-6(69) Jantzen Beach Interch., on 1970
309 Pacific Hwy. near Col. R. Br.
#7489 (Grad., pav., sign. & illum.) [redacted]

CRM 4047

I-5

FORM S-90

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE February 13, 1973

TO Mr. E. S. Hunter
Assistant State Highway Engineer

FROM Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
WALTER J. HART

SUBJECT Proposed Alignment
Hayden Island-Delta Park
Pacific Highway, I-5

We have reviewed the latest alignment for the proposed Oregon Slough Bridge reconstruction. This is the plan with the six-lane main line structure (four northbound and two southbound) and a three-lane collector-distributor road structure west of the main line crossing. This proposed alignment does present some problems due to the 16 degree curved ramp off the collector-distributor road structure. The structural problems created by the ramp are not considered unsurmountable. In general the plan is workable from the structural standpoint. We do question whether this overall alignment is the best answer to the problem. If we proceed on the previous assumption that the existing bridge is to be removed and a totally new structure constructed, it may be that a better answer exists. We would also raise the general question of the wisdom of constructing any main line freeway facility in the Portland area with less than three through lanes in a given direction.

This latest alignment once again raises the question of widening the existing bridge as opposed to removing it and building a totally new structure. The estimated cost of widening the existing bridge and constructing a collector-distributor road bridge is $7,500,000. The estimated cost to remove the existing bridge and to construct totally new structures is $10,500,000. Both of these estimates include a 20 percent allowance for engineering and contingencies. We would make the following comments on the alternate proposals to widen versus totally new structures.

On the positive side, widening of the existing bridge will result in a lower project cost, less construction time and somewhat less interference to traffic during construction.

On the negative side of the widening proposal are the following. The present pier footings are above the general level of the streambed. The pier footings are supported by untreated timber piling and are presently surrounded by an island of riprap. The streambed between the riprapped pier footings has continued to scour over the last few years. Possible future dredging work or

other channel activities could further aggravate this condition. The existing structure is principally a steel structure and, as such, required maintenance painting. The same maintenance problem will exist with the widening. The vertical alignment will not be as satisfactory under a widening plan as that that can be obtained with a totally new bridge. From an esthetic standpoint little can be done under the widening proposal to get away from the appearance of an old bridge that has been tacked onto.

In support of the new structure alternate are the following. The new pier footings can be established at an elevation below the present streambed and below estimated scour depth. There will be a considerable improvement in the appearance of the structure with longer spans, fewer river piers and the cleaner lines of a relatively maintenance-free concrete structure. The vertical alignment at the south end of the structure can also be improved.

On the minus side of the new structure proposal are the increased cost, somewhat greater construction time and somewhat more interference to traffic during construction.

I believe that the problem of the streambed degradation around the existing piers is sufficient to warrant removal of the existing bridge regardless of what final alignment is arrived at.

WJH:dh

cc F. L. Hall
R. N. Bothman

1 Hall
2 A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
FEB 14 1973
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

RECEIVED
DEC 15 1972
FOR FILING

Claim 4744

FILED
DEC 15 1972
CLAY MYERS
SECRETARY OF STATE

5

NOTED ON CARD
12-18-72 KS

OREGON STATE HIGHWAY DIVISION

7489

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 14, 1972

Olson Electric Company, Inc.
P. O. Box 830
Vancouver, Washington 98660

Gentlemen:

This is to acknowledge receipt of your letter of December 5, 1972, informing us of your revised claim for illumination equipment and labor in the amount of $4,207.64 against the bond taken from Victor S. Risley and Company for work on the Jantzen Beach Interchange.

This appears to be in reference to the S. D. Spencer & Son Contract No. 7489 for work on the Jantzen Beach Interchange Section of the Pacific Highway in Multnomah County.

The St. Paul Fire and Marine Insurance Company through Victor S. Risley Company, 804 Board of Trade Building, Portland, Oregon 97204, furnished the performance bond on this contract. We will advise them of the receipt of your claim letter, and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

CWH:dr

RECEIVED
DEC 18 1972
OREGON
STATE HIGHWAY COMMISSION

cc St. Paul Fire and Marine Insurance Co.
Victor S. Risley Company
S. D. Spencer & Son
bc Secretary of State - Please acknowledge ~~receipt of the attached~~ claim on the enclosed copy of this letter.

OLSON ELECTRIC COMPANY, INC.
P. O. BOX 830, VANCOUVER, WASHINGTON 98660
PHONE (206) 694-8585 PORTLAND (503) 285-0295

December 5,1972

Secretary of State
Salem
Oregon

TO OREGON STATE HIGHWAY COMMISSION
Salem, Oregon

Notice is hereby given that the undersigned OLSON ELECTRIC COMPANY, INC. has a revised claim for ILLUMINATION EQUIPMENT AND LABOR TO INSTALL in the sum of $4,207.64 dollars against the bond taken from VICTORYRISLEY & COMPANY, BOARD OF TRADE BLDG, PORTLAND, OREGON for the work of JANTZEN BEACH INTERCHANGE, OSHD CONTRACT #7489.

Joe Olson
OLSON ELECTRIC COMPANY, INC.

cc: CW Head, Sec., OSHD
S.D. Spencer & Son

RECEIVED
DEC 7 1972
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC - 1972

STATE COPY

cc: OSHD (A E Johnson)
Region
Wash DC
Area Engr Christianson

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration cst
Bureau of Public Roads

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

12-11-72

7489

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	11	Multnomah	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
12/11/72	P. E. O'Neil, Asst Area Engineer		I-5-6(69)309
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
11/10/71	10/15/72	255 days %	200 days
APPROVED EXTENSIONS	**LOCATION**		
31 days	From the south end of the Columbia River Bridge south to the north end of the Oregon Slough Br. on Hayden Island in Portland.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report. Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT

cy County Bridge yours 1-5-73

JANTZEN BEACH INTERCHANGE
PACIFIC HIGHWAY
Grading, Paving, Signing and Illumination

DEC 29 1972

REGIONAL OFFICE

This project provided for the construction of the Jantzen Beach Interchange consisting of roadbed grading, plant-mix bituminous base, asphaltic concrete pavement, concrete median barrier, shoulder barrier, retaining wall, curbs, islands, illumination, signs and sign supports.

The project was completed in substantial conformance with the approved plans and specifications on November 10, 1971 at which time 255 calendar days had elapsed. The contractor was granted a 31-day extension based on extra work orders and increases in quantities. This leaves 24 days of liquidated damages to be assessed.

The final cost of the contract items was $752,597.01 an underrun of 2.5%. The total cost for the project including engineering and contingencies was $952,310.27 which was an overrun of 1.06%. The resident engineer has satisfactorily explained all overruns and underruns. All of the required supporting documents have been submitted and acceptance of this project is recommended.

NOTED
A. E. JOHNSON

E. B. Kance

RECEIVED
STATE HWY ENGR

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE		**SIGNATURE**	
P. E. O'Neil for C. T. Christianson		G. L. Green	
TITLE	**DATE**	**TITLE**	**DATE**
Area Engineer	12-22-72	Division Engineer	12/29/72

Form PR 33-E
(Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

RECEIVED
OCT 16 1972
FOR FILING

Claim 4716

FILED
OCT 16 1972
CLAY MYERS
SECRETARY OF STATE

NOTED ON CARD
10-18-72 RS

OREGON STATE HIGHWAY DIVISION

7489

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 13, 1972

Olson Electric Company, Inc.
P. O. Box 830
Vancouver, Washington 98660

Attention: Joe Olson

Gentlemen:

This will acknowledge your letter of October 10, 1972, stating that you have a claim for illumination equipment and labor in the amount of $10,214.15 against the bond on Contract No. 7489.

This contract appears to be with S. D. Spencer and Son for work on the Jantzen Beach Interchange Section of the Pacific Highway in Multnomah County.

The St. Paul Fire and Marine Insurance Company through Victor S. Risley Company furnished the performance bond on this contract, which is given to assure completion of the contract and payment of all bills. We will advise them of this claim, and we will also file it with the Secretary of State.

Please let us know when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

cc S. L. Spencer & Son
4614 N.E. 72nd Ave.
Vancouver, Washington 98661

St. Paul Fire and Marine Insurance Co.
1500 Irving Street
Portland, Oregon 97232

Victor S. Risley Company
804 Board of Trade Building
Portland, Oregon 97204

RECEIVED
OCT 17 1972
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 16 4 09 PM '72
CLAY MYERS
SECRETARY OF STATE

NOTED
C. W. HEAD

bc Commission
Secretary of State

Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

OLSON ELECTRIC COMPANY, INC.
P. O. BOX 830, VANCOUVER, WASHINGTON
PHONE (206) 694-6585 PORTLAND (503)

October 10, 1972

Secretary of State
Salem
Oregon

TO: OREGON STATE HIGHWAY COMMISSION
Salem, Oregon

Notice is hereby given that the undersigned OLSON ELECTRIC COMPANY, INC. has a claim for ILLUMINATION EQUIPMENT AND LABOR TO INSTALL in the sum of $10,214.15 dollars against the bond taken from VICTOR RISLEY & COMPANY, BOARD OF TRADE BLDG, PORTLAND, OREGON for the work of JANTZEN BEACH INTERCHANGE, OSH D CONTRACT # 7489.

Joe Olson
OLSON ELECTRIC COMPANY, INC.

cc: C.W. Head, Sec., OSHD

RECEIVED
OCT 12 1972
OREGON
STATE HIGHWAY COMMISSION
NOTED
C. W. HEAD

RECEIVED
OCT 10 1972
FOR FILING

7489

October 9, 1972

Olsen Electric Company, Inc.
P. O. Box 830
Vancouver, Washington 98660

Attention: Calvin T. Olsen

Gentlemen:

We have your letter of October 2 asking us to pay you direct for moneys due you as a subcontractor from S. D. Spencer and Son on Contract No. 7489, Jantzen Beach Interchange Section in Multnomah County.

In your letter you refer to Section 107.28 of the Standard Specifications for Highway Construction. A long standing policy has been in effect in this Division to not make payments direct to claimants because we do not wish to be in a position of judge or jury in case the claim is later disputed in court. Also the Performance Bond put up by the contractor assures payment if the contractor for some reason is unable to pay.

If you wish to protect your claim under the bond, it can be filed with the Secretary of State, with a copy to my office no later than six months after the contract has been accepted by the State Highway Commission. The contract, in this case, was accepted by the Commission on September 15, 1972. Attached are excerpts from the Oregon laws outlining the filing procedure.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fkn:ks

Attachments

bc Frank McKinney
C. T. Kessey
Attn: John Bond

OLSON ELECTRIC COMPANY, INC.
P. O. BOX 830, VANCOUVER, WASHINGTON 98660
PHONE (206) 694-6585 PORTLAND (503) 285-0295

October 2, 1972

Mr. Cecil W. Head
Secretary - Highway Commission
Oregon State Highway Bldg
Salem, Oregon

Re: Contract #7489

Dear Sir:

Pursuant to Section 107.28 of the Standard Specifications for Highway Construction, we wish to make a claim for payment directly to us as a result of the contractor's refusal to pay sums due us of money he has received.

Section 107.28 states "In the event that said contractor fails, neglects or refuses to make prompt payment of any claim for labor, services, materials, supplies or provisions furnished by any person in connection with the contract as said claim becomes due, whether said labor, services, materials, supplies or provisions be performed or furnished for said contractor or for his subcontractor, then, and in such event, the Highway Commission may pay such claim to the person or persons furnishing such labor, services, materials, supplies or provisions and charge the amount thereof against funds due or to become due said contractor by reason of the contract."

Our records show that we have a total due us of $10,214.15. The last payment we received was 5/17/72 for $5,752.48. The last previous payment was received on 10/29/71.

We were informed by F. Query on 2/16/72 that the estimate dated 2/1/72 showed $789,555.07 was paid with $14,000.00 retained or 1.77% of the total contract. Upon receipt of moneys from this estimate by Spencer, we did not receive our portion of moneys due. Our total contract plus extras was for $80,571.99. A 1.77% retention would have left a balance of $1,426.12.

An additional 3/4% has been withheld from each estimate paid us for bond. This is not according to our subcontract with S.D. Spencer. When we bid the job our figure did not have an amount added for bonding.

Since the contractor has refused to pay funds due us and according to Section 107.28 previously stated, we ask that you pay us directly for the amounts due us.

If there are further questions, please contact us.

RECEIVED
OCT 4 - 1972
OREGON
STATE HIGHWAY COMMISSION

Yours very truly,
OLSON ELECTRIC COMPANY, INC.

Calvin T. Olson

NOTED
C. W. HEAD

RECEIVED
SEP 20 1972
FOR FILING

7489

September 19, 1972

St. Paul Fire & Marine Insurance Co.
Portland Office
1300 N.E. Irving Street
Portland, Oregon 97232

Gentlemen:

On September 13, 1972, we wrote to you concerning release of final payment on Contract No. 7489 awarded to S. D. Spencer & Son for work on the Jantzen Beach Interchange Section of the Pacific Highway in Multnomah County.

Final payment on this contract is $9,893.38 and the total contract amount is $817,324.44 including $31,931.41 for work performed under force account.

Very truly yours,

C. V. Hoel, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc S. D. Spencer & Son
4614 N.E. Third Avenue
Vancouver, Washington 98661

Victor E. Haley Company
806 Board of Trade Building
Portland, Oregon 97204

bc C. T. Kenney
Walt Hart
V. E. Shoog
Attn: W. L. Mosmer
L. W. Bullen

RECEIVED
SEP 1 1972

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7489

DATE September 15, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Highway Project Acceptance**

Contract No. 7489 , Work Completed November 10, 1971

Project Jantzen Beach Interchange

Highway Pacific County Multnomah

Type of Work Grading, Paving, Signing & Illumination

Contractor S. D. Spencer & Son

Recommended Acceptance Date September 15, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval unless advised to the contrary.

This item will be on the agenda at the Commission Meeting on September 19, 1972 for your formal concurrence.

VG:dg

cc Cecil Head
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

RECEIVED
JUL 11 1972

FOR FILING

DATE 7/11/72

5

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

TO July 7, 1972

Mr. H. S. Coulter
Metropolitan Engineer

FROM

R. W. Ellison
Bridge Administration Engineer

NOTED
A. E. JOHNSON

SUBJECT High Mast Illumination Poles

Enclosed are a group of letters and reports concerning the cracking of pole to base plate welds on large pole structures.

As a result of these findings, please have a visual investigation made of the welds on the following tower illumination projects within your region to see if any problems are evident:

Jantzen Beach Interchange Section

A copy of these findings should be forwarded to this office for review. Any problem areas should be accompanied by photographs or sketches if possible or meaningful.

DOC:jbk

cc: A. E. Johnson
Walter J. Hart

bc: D. O. Christensen
G. Teeter
R. M. Dixson

Enclosure

JUL. 7 REC'D
aej

RECEIVED
JUN 15 1972
HIGHWAYS

#2

7489

May 16, 1972

S. D. Spencer and Son
4614 N. E. 72nd Avenue
Vancouver, Washington 98661

Gentlemen:

The State Highway Commission at its meeting on May 16, 1972, considered your request for a time extension of 222½ days on Contract No. 7489 for work on the Jantzen Beach Interchange Section of the Pacific Highway in Multnomah County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission granted you an extension of 31 days, without assessment of liquidated damages.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem office.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
cc C. T. Keeney
V. E. Skoog
H. S. Coulter
Vern Butser
Federal Highway Adm.

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: April 5, 1972

In reply refer to: 10-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(69)309
Jantzen Beach Interchange Section
Pacific Highway
Time Extension

cy Comat Young 4-10-72

Mr. Johnson's March 31, 1972, letter requests our concurrence in a recommended extension of contract time in the amount of 31 days. Liquidated damages have been charged for 55 days.

The support reasoning presented for your recommendation has been reviewed and is considered valid. I concur in your proposed 31-day extension.

4-10-72
Johnson

NOTED
A. E. JOHNSON

NOTED
JOM EDWARDS

RECEIVED
APR 7 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

AREA CODES 1 VANCOUVER 206, PORTLAND 03

EQUAL OPPORTUNITY EMPLOYER

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N. E. 72nd Avenue • Phones: Vancouver 693-4719 • Portland, 285-9232
VANCOUVER, WASHINGTON 98661

February 14, 1972

Mr. R. T. Heinz, Res. Engr.
Oregon State Highway Department
Metropolitan Section
5821 N. E. Glisan Street
Portland, Oregon 97231

Re: OSHD Contract #7489
Jantzen Beach Interchange

Dear Sir:

We submit herewith our request for a time extension on the above captioned project.

We have separated the total of Calendar Work Day delays into eight (8) different segments as listed below, supporting breakdowns are attached.

		Days
1.)	Construction Start Delay	14.0
2.)	Re-design retaining wall "F"	67.5
3.)	Borrow Excavation Price, negotiation delay	11.0
4.)	Borrow Excavation hauling delays	41.0
5.)	Excessive Paving Depths	3.0
6.)	Local #701, Operating Engrs. - Illegal Strike	12.0
7.)	Local #701, Operating Engrs. - Sand/Gravel Strike	27.0
8.)	Illumination Delays	47.0
	Total Calendar Work Day Delays	222.5

The 200 calendar work days allowed plus the 222.5 calendar work days of delay equal a total of 422.5 calendar work days, which exceeds the actual contract time of performance of 255 calendar work days, by 167.5 calendar work days.

We, therefore, respectfully request an extension of time sufficient to cover the added time of contract performance.

Very truly yours,

RESIDENT ENGINEER
RECEIVED
FEB 17 1972

George D. Spencer
S. D. Spencer & Son

GDS/jl

Noted RE ☐ ☐ ☐

TIME EXTENSION ITEMS - OSHD CONTRACT #7489 - JANTZEN BEACH INTERCHANGE

1.) CONSTRUCTION START DELAY

Equipment and manpower was mobilized to said project on Friday, November 6, 1970, at 4:15 P.M. we were notified by E. L. Schrivner that no work could begin until after the pre-job conference scheduled for Friday, November 13, 1970. Our letter dated November 16, 1970 protested the time charges from November 2, 1970 through November 16, 1970. Time lost from 8:00 A.M. Sunday, November 2, 1970 to 8:00 A.M. Monday, November 16, 1970 would amount to 14 Calendar Work Days.

2.) RE-DESIGN RETAINING WALL"F"

Our letter dated February 25, 1971 sets forth delays encountered in the re-designing of the retaining wall "F". Said letter was answered by a letter dated February 26, 1971 from Mr. R. T. Heinz, OSHD. Work on this critical activity (CPM Act. 1-5 & 5-13 duration 49 Calendar Work Days) was delayed from December 4, 1970 until January 29, 1971 (A total of 46½ days) and again from January 29, 1971 until February 19, 1971 (A total of 21 days). For a total lost time of 67½ Calendar Work days.

3.) BORROW EXCAVATION PRICE, NEGOTIATION DELAY

Our letter dated February 25, 1971 sets forth delays evolving from underruns of excavation and overruns of embankment materials. On February 11, 1971 we were requested to furnish a price for borrow material. Our letter dated February 15, 1971 quotes a price for added borrow material. We were subsequently directed, by the OSHD letter dated February 26, 1971 to proceed with the borrow excavation material on a force account basis. The lost time from February 15, 1971 to (cont. next page)

February 26, 1971 amounts to 11 Calendar Work Days.

4.1 BORROW EXCAVATION HAULING DELAYS

We began hauling borrow material Tuesday, March 2, 1971 and proceeded on a stop - go basis as directed by the engineer until October 8, 1971. This time period amounts to 220 Calendar Work Days. Hauling required 17 of these days leaving 203 Calendar Work Days. We readily admit that all of the 203 Calendar Work Days did not constitute project delays.

However the borrow excavation quantity was 10,336 CY truck measure and using this amount of material on a stop and go basis together with an estimated 9,800 plus CY of Material from item #4 General Excavation to construct embankments totaling a planned quantity of 6,199 CY as shown in the contract plans resulted in an overrun of embankment quantities in excess of 300%.

Furthermore, the excessive overrun of embankment quantities and the necessity to import added borrow excavation caused most of the project activities to become sequential in nature. Many of the activities should have been carried on concurrently, but due to the restrictions placed on the use of the imported sand borrow this could not be done.

We therefore claim delays in the amount of 20% of the 203 Calendar Work Days for a lost time of 41 Calendar Work Days.

5.1 EXCESSIVE PAVING DEPTHS

The contract plans indicate a nominal depth of item #3 "Bituminous Base Mixture" as being 10". We encountered many areas on the

North and South bound roadways where the depth was actually 15" to 25" or more. This added depth certainly created many problems with traffic and was a much slower operation than anticipated due to the added lifts of material and the necessity to allow time for cooling of the deep sections before the traffic could be re-routed over said areas. Added time for this item is 3 Calendar Work Days.

6.) LOCAL #701, OPERATING ENGRS. - ILLEGAL STRIKE

Our letter dated March 26, 1971 advised the OSHD that Local #701 of the Operating Engineers had struck the subject project at 8:00 AM Wednesday, March 24, 1971. This was an illegal strike. Our letter dated April 2, 1971 advised the OSHD that a temporary restraining order was issued against Operating Engineers Local #701 and the pickets were removed from the project at 1:00 PM Friday, April 12, 1971. We began work as soon as we could mobilize manpower and equipment. Said starting time was 8:00 AM, Monday, April 5, 1971

This illegal, conserted action by workmen resulted in a lost time of 12 Calendar Work Days.

7.) LOCAL #701, OPERATING ENGRS. - SAND & GRAVEL STRIKE

Our letter dated June 3, 1971 advised the OSHD that the Operating Engineers Local #701, Sand and Gravel Division, had went on an area wide strike at 6:00 AM, Tuesday, June 1, 1971. The strike was ended as of 8:00 AM, Monday, June 28, 1971 and work was resumed. This strike resulted in a lost time of 27 Calendar Work Days.

8.) ILLUMINATION DELAYS

Delays to permanent illumination - (See subcontractors attachment).

47 Calendar Work Days

Olson ELECTRIC COMPANY, INC.

P. O. BOX 830, VANCOUVER, WASHINGTON 98660
PHONE (206) 694-6588 PORTLAND (503) 285-0286

RECEIVED
JAN 22 1972
S. D. SPENCER & SON

January 19, 1972

S.D. Spencer & Son
4614 N.E. 72 Ave.
Vancouver, Washington

Re: OSHD Contract 7489
Jantzen Beach Interchange

Gentlemen:

We are requesting a 37 day extension of time for the pole manufacturing on subject contract.

Supporting this request we submit the following facts from Valmont Industries relative to submittal schedules directed to Oregon State Highway Dept. on car design as manufactured by Union Metal Co. for uniform application and maintenance of high level lighting. This information was necessary to complete final design for approval. Mr. George Roth, the agent for the manufacturer, made requests for these design details on 2/18, 2/25 and 3/5/71. Mr. Robert Danzer of Valmont Industries called Mr. Walter Hart on 3/1/71. A sketch was supplied on 3/5/71, Union Metal P-F2. Mr. George Roth called on this date to discuss weight and pay load. The sketch was incomplete as to details necessary for design. A special trip was made to Salem on 3/10/71 by George Roth to establish these necessary details. On 3/10 and 4/10, Mr. Robert Danzer discussed these final details with Oregon State Highway Dept. and their overall effect upon total pole design. On 5/14/71 Walter Hart advised Valmont of a revision in heights of steel poles.

The completed drawings were forwarded on 5/18/71 to Olson Electric Co. and they hand carried them to Salem. The drawings were reviewed by Oregon State Highway Dept. On 5/6/71 approval was granted on the unsymetrical pattern of anchor bolt design which allowed scheduling for proceeding on the anchor bolt cage manufacture. On 6/10/71 the drawings were returned to the manufacturer's agent and forwarded to Valmont Industries. On 6/14/71 hand hole design was altered by Robert Dixon by verbal communication with the manufacturer followed by a letter confirming these changes on 6/15. This revision did not affect approval of Oregon State Highway Dept. of final drawings which were received on 6/14/71. This action allowed Valmont to order the special steel required for this contract. The delivery schedule was reviewed and an emergency status was attached to this order with completion by 8/27/71. This schedule was directly affected by extenuating circumstances outlined as follows by Valmont Industries including a failure in their computor and mechanical quality control.

> During the period of time described above, we were faced with both the rail strike and anticipated steel strike. Both greatly affected our material and production scheduling. During the period preceding the anticipated steel

strike most steel fabricators, including Valmont, were ordering steel and reserving tonnage. In an effort to maximize production, the mills produced large quantities of standard material which, in most cases, was of little value to Valmont. When the strike did not materialize the vendors had to re-evaluate their stocks and customer needs. Just recently we have seen steel availability cycle come back to normal. The rail strike also caused delays in production scheduling. Much of the steel that was loaded just prior to the beginning of the strike on July 16, 1971, was stopped enroute. When the material arrived after the August 3 start-up we had to re-schedule the orders that had been affected. Naturally due to these causes, we were faced with extensions. We feel that these were beyond our control.

On 7/21/71, the factory advised us of revised delivery to 9/3/71 as a result of these circumstances.

The poles were shipped from the factory on 9/10/71. Following delivery the contractor made revisions on the job site to accommodate the hardware for the aerial car and the ballast enclosures.

The urgency to complete the contract incorporated deficiencies by the manufacturer and Oregon State Highway in quality control. Valmont also pointed out final design had never been received for the man car which left their people without a working knowledge of Union Metal design. The Oregon State Highway Dept.made errors in final dimensions for mounting ballast enclosures resulting in a redesign request in the field.

The week of 10/21/71 we received the information from the project engineer, Jerry Street. This required added fabrication to complete the installation of ballast enclosures. This was authorized under extra Work Order #10. Completion of setting poles on 10/20/71 permitted the Oregon State Highwy Dept. to take over the permanent lighting on 10/22/71. The completion of Force Account #8 and #10 was incorporated in the subject contract during the month of October 1971. For this and field details involved with an extra work request as a result of moving pole #2. We request an additional 10 days.

In summary we request a total of 47 working days to allow for delays involved in approvals and material availability and for the Force Account work an added changed conditions of the contract.

Yours very truly,

OLSON ELECTRIC COMPANY, INC.

Joe Olson

RECEIVED
APR 19 1972
FOR FILING

7489

bc Floyd Query
George M. Baldwin
F. B. Klaboe
A. E. Johnson
V. E. Skoog
L. H. Young
Gary Ross
Gary Sund
H. S. Coulter

DATE April 18, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Request for Extension of Time
No. 2
May 16 meeting

S. D. Spencer and Son, contractor on the Jantzen Beach Interchange Section of the Pacific Highway in Multnomah County, Contract No. 7489, has made an eight-part request for extension of time totaling 222 1/2 days. The contract specified completion within 200 calendar workdays. The time count started November 2, 1970, and the project was completed November 10, 1971, with 255 workdays elapsing after allowing for the specified winter dormant time and time not counted due to stop work orders and strikes.

Five of the reasons for extension are valid and are related to added work on a retaining wall, added embankment material, increased depth of asphalt concrete in stage construction and late changes in the lighting system. These collectively justify 31 days.

I recommend an extension of 31 days. This will leave 24 days and $3,600 liquidated damages in effect. This was a federal-aid Interstate project and we have the concurrence of the Federal Highway Administration.

This matter will be on the agenda for your consideration at the May 16 meeting.

JAB:fw 1a

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7489 Contractor S. D. Spencer & Son

Highway Pacific Highway

Section Jantzen Beach Interchange Section

Kind of Work Grading, Paving, Signing and Illumination

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 31-day extension for added work on a retaining wall, added embankment material, increased depth of A. C. in stage construction, and late changes in the lighting system.

Recommended for Approval:

O. E. Swan
Assistant Division Engineer

J. H. Bond
Construction Engineer or Bridge Engineer

R. J. Hansen
State Highway Engineer

Contract No.	7489
Project designation	I-5-6(69)309 State-Federal
Date awarded	October 21, 1970
Work started	November 16, 1970
Per cent completed	100 November 10, 1971 Date
No. of Workdays Allowed	200 calendar
No. of Workdays Used	255 calendar
No. of Added Workdays Requested	calendar

M-380 (Rev.)—834—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date February 14, 1972

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 200 days to 255 days, within which to complete our Contract No. 7489, without the assessment of liquidated damages. The said contract is described as follows:

JANTZEN BEACH INTERCHANGE – PACIFIC HIGHWAY

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

SEE ATTACHED DETAIL SHEETS

Respectfully submitted,

S. D. Spencer & Son
Contractor

By George D. Spencer
George D. Spencer, Owner

CONSENT OF SURETY

Date February 15, 1972

We, ST. PAUL FIRE AND MARINE INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Victor S. Risley
Attorney-in-fact

(SEAL)

Resident Agent

RECEIVED
MAR 31 1972
FOR FILING

7489

March 31, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Box 300
Salem, OR 97308

Dear Sir:

Jantzen Beach Interchange Section
Oregon Project I-5-6(69)309
Request for Time Extension

The contractor on this project has made an eight-part request for time extension totaling 222-1/2 days. There are actually only 55 days' liquidated damages at $150 per day for a total of $8,250. The contract time count started November 2, 1970 and the project was completed November 10, 1971, with 255 days counted after allowing for the specified winter dormant time and time not counted by definition or stop work orders, mainly due to strikes. We believe that five of these reasons are valid. They are as follows:

The contractor is requesting an extension of 67-1/2 days for a delay in redesigning retaining wall "F". The contractor started work on the retaining wall in question on December 2, 1970 but was directed to suspend all work on it on December 4, 1970 pending a redesign of it. The wall was redesigned and the contractor allowed to recommence work on January 25, 1971. A review of the progress chart does not appear to support the contractor's request for this amount of time. This work was being done in conjunction with other contract work, and it is not readily apparent that the redesign caused any appreciable delay in other contract work. However, the retaining wall was lengthened and raised in height and additional timber piling was added. Price Agreement No. 8 was written to compensate the contractor for additional cost involved in constructing the modified retaining wall. The total increased cost amounts to $29,540.60, which is 3.78 percent of the original contract

amount. Applying this percentage against the original contract time of 200 days would justify an extension of eight calendar workdays. Because of the time of year when this work was done, it is believed that the time/money approach is a more valid one than attempting to relate the retaining wall work with other contract work.

The contractor requests 11 days for a delay during negotiations concerning a price agreement for borrow excavation. He was performing required grading work from December 21, 1970 until February 23, 1971. At that time it was determined that borrow material would be necessary to complete the planned roadbed embankment. A delay did occur from February 24 through February 27 before the contractor was allowed to commence work on this work order (Extra Work Order 7). This delay justifies an extension of four days.

The contractor requests 41 days for delays when he was not allowed to place embankment materials. Extra Work Order No. 7 was written to load, haul, and place borrow materials. The final cost of this order is $22,736.34. This borrow material was hauled and placed between March 2, 1971 and October 8, 1971. Using average daily production does not lend itself to a reasonable evaluation due to the period covered. Instead, a time/money approach has been used. The final cost under this work order represents 2.9 percent of the original contract amount and justifies an extension of six days.

The contractor requests three days for delays caused by additional depth of A.C. and subsequent conflicts with traffic. The grade of the roadbed was raised to eliminate a substandard vertical curve at the north end of the Oregon Slough Bridge. This was accomplished by increasing the asphalt paving depth. Due to the longer cooling time required for these deep sections, traffic could not be routed over them as soon as might normally have been expected. A somewhat arbitrary allowance of three days is justified.

The contractor has requested 47 days for various delays occasioned by changes in illumination. His contention is that delays in securing approval of shop details and final design of the high level lighting caused a delay in the completion of pole manufacture amounting to 37 days. Records of the Resident Bridge Engineer assigned to this project indicate that the preliminary light pole shop drawings were not received by the Bridge Section until

January 27, 1971, which is 87 days, nearly 30 percent, of the contract time. Apparently, erroneous information was furnished the supplier concerning the maintenance "car" design and five days might be justified. Other delays in securing approval of shop drawings are nonsupportable. A railroad strike apparently held up shipment of materials for 19 days and, therefore, could be a valid reason for extension. However, the five days referred to concerning erroneous "car" information and the 19 days involved in a railroad strike are offset by 26 days for which the contractor was not charged due to the strike mentioned.

Finally, there were some late revisions made to the illumination and signing work which were covered by Extra Work Orders No. 8 (supplemental), 9, and 10 and Price Agreement No. 4. This work did delay the contractor for ten days during the period from September 29 to October 21. An extension, therefore, of ten days is justified.

These reasons total 31 days. May we have your concurrence in this extension.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

A. E. Johnson
Assistant State Highway Engineer

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
C. T. Keasey
L. H. Young
H. S. Coulter

JAB:fw ja

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 29, 1972

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

SUBJECT: Jantzen Beach Interchange Section
Contract No. 7489
Request for Time Extension

S. D. Spencer and Son has made an eight-part request for time extension totaling 222-1/2 days. There are actually only 55 days liquidated damages at $150 per day for a total of $8,250.

The contract time count started November 2, 1970 and the project was completed November 10, 1971 with 255 days counted after allowing for the specified winter dormant time and time not counted by definition or stop work orders, mainly due to strikes. The Region and Resident Engineers have made a comprehensive analysis of the eight reasons. Since they are quite lengthy, our file is attached. These can be summarized as follows:

	Contractor's Request	Recommended By Field
1. Construction Start Delay	14.0	0
2. Re-design retaining wall "F"	67.5	8
3. Borrow Excavation Price, negotiation delay	11.0	4
4. Borrow Excavation hauling delays	41.0	6
5. Excessive Paving Depths	3.0	3
6. Local #701, Operating Engrs. Illegal strike	12.0	0 *
7. Local #701, Operating Engrs. Sand/ Gravel Strike	27.0	0 **
8. Illumination Delays	47.0	10
Total	222.5	31

* 11 strike days were not counted.
** 14 strike days were not counted.

RECEIVED
A. E. JOHNSON

We concur in the Region's recommendation for a 31-day extension. You will note the Resident Engineer recommended no time extension. There

was considerable dissatisfaction with the contractor's prosecution of the project at times. The 31-day extension recommended would leave 24 days and $3,600 liquidated damages in effect.

This was a Federal-aid Interstate project. Rough draft letters to the Federal Highway Administration and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

JAB:fw
Attachments
cc V. L. Gallagher

RECEIVED
MAR 30 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 21 1972
FOR FILING

4655

FILED
MAR 17 1972
CLAY MYERS
SECRETARY OF STATE

OREGON STATE HIGHWAY DIVISION

7489

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 15, 1972

Pacific Pneumatic Services
Route 1, Box 459
Boring, Oregon 97009

NOTED ON CARD
3-20-72 kl

Attention: Harold Nippert

Gentlemen:

We have received copies of your letters dated February 24 addressed to Roy T. Heinz, Highway Resident Engineer in Portland, and to Olson Electric Company concerning your claim. Your letters indicate that Olson Electric Company owes you $2,605.08 on the S. D. Spencer and Son Contract No. 7489 for work in the Jantzen Beach Interchange Section of the Pacific Highway in Multnomah County.

The St. Paul Fire and Marine Insurance Company through Victor S. Risley Company, 604 Board of Trade Building, Portland, furnished the performance bond on this contract. We will advise them of the receipt of your claim letters and we will also forward them to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,
ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc S. D. Spencer & Son
St. Paul Fire and Marine Ins. Co.
Victor S. Risley Company
Highway Commission
H. S. Coulter
Secretary of State ✓ - Please acknowledge receipt of the attached claim letters on the enclosed copy of this letter.

NOTED
C. W. HEAD

FORM S-59 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
March 1, 1972

To: F. D. Morgan
Construction Engineer
Salem

SUBJECT: Jantzen Beach Interchange
Pacific Highway
Contract 7489

Attached are copies of two letters which were sent to our Resident Engineer on the subject contract. These letters concern nonpayment of bills by Olson Electric Company, who was a subcontractor on the contract. Current retainage should be adequate to assure payment of this debt.

H. S. COULTER
Metropolitan Engineer

by

D. E. SWAN
Assistant Metropolitan Engineer

DES:cw
Attachments

cc: Roy T. Heinz

NOTED
FLOYD QUERY

3/6/72
Copies to
Floyd Query
V L Gallagher
per John Sims
FW

3
Routing
Kessey
Bond
Walker
Johnsen

RECEIVED
MAR 2 1972
CONSTRUCTION
SECTION

Pease
Glenn
Litchfield
Berg

PNEUMATIC MAINTENANCE & INSTALLATION · DUST CONTROL SYSTEMS · INDUSTRIAL SHEET METAL · STEEL FABRICATION

PPS PACIFIC PNEUMATIC SERVICES INC.

ROUTE ONE • BOX 459 • BORING, OREGON 97009 • (503) 663-5922

February 24, 1972

Oregon State Highway Commission
9000 S.E. Fuller Rd.
Portland, Oregon 97266

Attention: Mr. Roy Hinz

Gentlemen:

Inclosed you will find a copy of a letter sent this date to Olson Electric Company. We are sending you a copy because this work was on your contract #7489, Jantzen Beach Interchange.

Any help you can give us on this matter would be greatly appreciated.

Thank you in advance for your cooperation.

Harold Nippert

HN:jg

RESIDENT ENGINEER
RECEIVED
FEB 28 1972
Noted RE

PNEUMATIC MAINTENANCE & INSTALLATION · DUST CONTROL SYSTEMS · INDUSTRIAL SHEET METAL · SPECIAL PURPOSE EQUIPMENT

PACIFIC PNEUMATIC SERVICES INC

ROUTE ONE • BOX 459 • SORING, OREGON 97009 • (503) 622-5822 •

February 24, 1972

Olson Electric Company
P.O. Box 830
Vancouver, Washington

Attention: Mr. Joe Olson

Gentlemen:

As per our phone conversation on this date with you, the following is understood.

1.0 The following invoices are overdue.

a.	Invoice #646 Dated 10-1-71 Against your P.O. #3124	$3272.00
b.	Invoice #647 Dated 10-1-71 Against your verbal order from Joe Olson	96.00
c.	Invoice #474 Dated 4-9-71 Against your P.O. #3093	189.00
d.	Payment on Account received 11-16-71 on your check #5721	- 1000.00
	Balance outstanding	$2554.00
e.	Plus interest at 1% per month from 10-1-71 to 12-1-71 per Invoice #687	51.08
	Total Due	$2605.08

2.0 The General Contractor (S.D. Spencer) on your P.O. #3124 has not reinbursed you resulting in the slow payment of our account.

3.0 The funds from S.D. Spencer are expected shortly.

Based on the above, we will anticipate payment no later than March 24,1972. Should payment go beyond that date, further action will be taken!

Harold Nippert

cc:Fill
cc: Souther, Spaulding, & Kinsey
Attorneys at Law
cc: Roy Hinz
Oregon State Highway Commision
CC: John Lofgren
S.D. Spencer & Son

I-5-6(69)309
7489

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB: Jantzen Beach Interchange	SECTION: Jantzen Beach Interchange	WEEK ENDING: February 5, 1972
		SECTION PREFIX: 626-1030
	HIGHWAY: Pacific	COUNTY: Multnomah
CONTRACTOR: S. D. Spencer & Son	KIND OF WORK: Grading, Paving, Signing & Illumination	
	CONTRACT NUMBER: 7489	FEDERAL AID PROJECT NUMBER: I-5-6(69)309
DATE OF CONTRACT: October 21, 1970	DATE WORK STARTED: November 16, 1970	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 200CWD	CALENDAR DAYS USED 255
PROJECT AUTHORIZATION: $942,276	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 127.5
EXCLUSIVE OF ENGINEERING: $867,558	ENGINEERING AUTHORIZATION $74,718	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 99
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $831,791	ENGINEERING COST TO DATE $99,200	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 98
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN . . . . . 1 %	PERCENT OF AUTHORIZATION . . . . . 132 %	DATE PROJECT WAS COMPLETED: 11-10-71

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Bit. Base	"B" Mix
100	100	100				100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.28			0.28	0.28
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.28			0.28	0.28
TOTAL ESTIMATED QUANTITIES (CONTRACT)	19,300 CY			20,000 ton	12,800 ton
TOTAL QUANTITIES CORRECTED TO DATE	15,526 CY			22,509 ton	11,568 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	15,526 CY			22,509 ton	11,568 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	-			-	-
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

Wall ~~BRIDGE~~ NO.	1377F	Gravity						
PERCENT	100	100						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Keasey
Bond
Walker
Johnson
Pease
Glenn
Litchfield
Berg

RECEIVED
FEB 10 1972
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY Jan 30	No activity.
MONDAY Jan 31	No activity.
TUESDAY Feb 1	No activity.
WEDNESDAY Feb 2	No activity.
THURSDAY Feb 3	No activity.
FRIDAY– Feb 4	No activity.
SATURDAY Feb 5	No activity.

REMARKS

Feb. 8

Submitting Semifinal Estimate to Region Office on this date, along with supporting data and maps not previously submitted.

This will be the final weekly report submitted for this project.

SIGNED Roy T. Heinz
Roy T. Heinz, Res. Engr.

LOCATION 9000 SE Fuller Rd.
Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

BRF5216

RECEIVED
DEC 22 1971

FOR FILING

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

I-5-6(69)309

7489

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: December 21, 1971

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(69)309
Jantzen Beach Interchange Section
State Force Order No. 10
Total Estimated Amount of the Order - $1,000
Federal Participation - $900

12-27-71

Reference is made to your letter dated December 15 concerning subject order.

The use of State forces is approved as being in the public interest under provisions of PPM 21-6.2 for the following reasons:

1. The contractor on the subject project is neither properly equipped nor staffed to perform the work contemplated under the order at this time.

2. The State has the necessary special boring equipment and trained personnel to perform the work most economically.

3. Heavy rains following completion of this project revealed ponded water on the bridge deck caused by installation of new curbs and concrete shoulder barriers. This condition was not provided for in the contract and was not anticipated during the design stage. In order to avoid transportation of contractor-owned equipment back to the project for extra work it is considered in the best interest of the public to perform the work by State forces.

Equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work.

Reimbursement is to be made on an actual cost basis. A signed copy of the order is returned.

Enclosure
State Force Order No. 10

NOTED
A. E. JOHNSON

NOTED
TOM EDWARDS

RECEIVED
DEC 22 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-105 (Rev. 8-70)

STATE COPY

G-1P

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED EFFECTIVE DATE 12-8-71
Contingent upon modification of project agreement if additional funds are required
BY _____ Contract No. _____
TITLE Dist. Engineer
Order No. 12-46-71
DATE
FEDERAL HIGHWAY ADMINISTRATION

Section Jantzen Beach Interchange Date 12-3-71, 19

Highway Pacific F.A.P. No. I-5-6(69)309

County Multnomah Prefix 626-1030 Account No. 283-10

Description of Work To Be Done:

Core-drill 4" holes through bridge decks and install 6" drain pipe to carry the water to paved gutter below.

Location by Station Numbers:

Rt. "Bs" 85/00 (plus or minus)

Lt. "Bn" 85/00 " " "

Estimate of Quantities and Costs:

Material	$ 450.00
Equipment	150.00
Labor	400.00
Total	$1,000.00

Explanation: Existing Interstate Bridge decks have sags which cause ponding water along newly constructed shoulder barrier and curb.

Contractor completed project and moved before this became apparent.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$ 942,275.86
Present estimate of project cost, including $ 1,000.00 for work under this order	$ 957,828.38
Expected ~~under-run~~ over-run (amount)	$ 15,552.52
Expected ~~under-run~~ over-run (per cent)	1.65

Space to right of this line is for use of Salem Office

Submitted by: Roy T. Heinz Roy T. Heinz, Resident Engineer

Approval Recommended: _____ For: Construction Engineer

Approval Recommended: _____ Assistant Regional Engineer

Approved: _____ Construction Engineer
Program & Planning

STATE COPY

Monthly transaction number: 12-58	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION Bureau of Public Roads	State: Oregon
Project report number: 7 #7489	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County: Multnomah
Modification number: 1	(PPM 21-7) 12-14-71	Project number: I-5-6(69)309

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on October 29, 1970, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 871,638	$ 932,245
Federal funds	$ 804,173	$ 850,000
Other revisions		

This modification is made for the following reasons:
To include authorized items previously retained in program status and additional approved items.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 14th day of December, 1971.

Oregon State Highway Division
(Official name of Highway Department)

By A. E. Johnson

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By S. Green
(Division Engineer)

for R. E. Simpson

Form PR-2A (Rev. 4-70) Existing stocks of Form PR-2A (Rev. 10-68) will be used.

Oregon State Highway Division

Federal Aid
Project No. I-5-6(69)309

JANTZEN BEACH INTERCHANGE SECTION

PACIFIC HIGHWAY IN MULTNOMAH COUNTY

Salem, Oregon, December 6, 1971

Revised Project Agreement Estimate.

Type Code 6201
Roadway (Sta. "Bs" 85+55 to Sta. "Bs" 100+25)

Temporary Protection and Direction of Traffic	All Required		$	43,000.00
Clearing and Grubbing	All Required			10,000.00
Removal of Structures and Obstructions	All Required			20,000.00
General Excavation	19,300 cu.yd.	2.30		44,390.00
Trench Excavation	2,720 cu.yd.	8.50		23,120.00
Finishing Roadbed and Slopes	All Required			5,000.00
Obliteration of Roadway	All Required			15,000.00
Furnishing and Placing Topsoil	6,300 cu.yd.	3.25		20,475.00
Watering	650 M-gal.	6.00		3,900.00
Shoring, Cribbing, Etc.	All Required			12,000.00
Structure Excavation	220 cu.yd.	6.00		1,320.00
Structure Excavation Below Elevation Shown	20 cu.yd.	10.00		200.00
Bituminous Base Mixture	20,000 ton	6.00		120,000.00
Asphalt in Bituminous Base Mixture	1,100 ton	30.00		33,000.00
Class "B" Asphalt Concrete Mixture	12,800 ton	6.50		83,200.00
Asphalt Cement in Mixture	830 ton	30.00		24,900.00
Asphalt in Tack Coat	10 ton	70.00		700.00
Furnish Treated Timber Piling	2,050 lin.ft.	1.50		3,075.00
Drive Timber Piles	41 only	170.00		6,970.00
Class "A" Concrete in Wall	140 cu.yd.	100.00		14,000.00
Concrete Median and Shoulder Barriers	330 cu.yd.	125.00		41,250.00
Reinforcement in Wall	8,500 lb.	0.20		1,700.00
Metal Parapet Railing, One Pipe	375 lin.ft.	10.00		3,750.00
Pedestrian Handrail	119 lin.ft.	35.00		4,165.00
Gravel Backfill	175 cu.yd.	9.00		1,575.00
8-inch Culvert Pipe	480 lin.ft.	4.00		1,920.00
8-inch Sewer Pipe	680 lin.ft.	5.00		3,400.00
12-inch Sewer Pipe	1,660 lin.ft.	5.00		8,300.00
15-inch Sewer Pipe	750 lin.ft.	7.00		5,250.00
18-inch Sewer Pipe	410 lin.ft.	9.00		3,690.00
21-inch Sewer Pipe	570 lin.ft.	11.00		6,270.00
Extra for Pipe Under Pavement	55 lin.ft.	75.00		4,125.00
Concrete Manholes	8 only	650.00		5,200.00
Concrete Inlets, Type B	4 only	300.00		1,200.00
Concrete Inlets, Type G-1	30 only	325.00		9,750.00
Concrete Inlets, Type CG-1	12 only	375.00		4,500.00

8-inch Drain Pipe	200 lin.ft.	3.00	600.00
Special Filter Material in Drains	150 cu.yd.	12.00	1,800.00
3'6" Chain Link Fence	300 lin.ft.	2.00	600.00
6' Chain Link Fence	5,700 lin.ft.	2.20	12,540.00
4-inch Concrete Walks and Surfacing	3,660 sq.yd.	6.00	21,960.00
Pipe Handrail	50 lin.ft.	10.00	500.00
Concrete Curbs	380 cu.yd.	55.00	20,900.00
Concrete Islands	210 cu.yd.	57.00	11,970.00
Extra for Asphalt Curbs	500 lin.ft.	1.50	750.00
Grouted Riprap	80 cu.yd.	70.00	5,600.00
Adjusting Manholes	8 only	250.00	2,000.00
Reconstructing Concrete Manholes	3 only	500.00	1,500.00
Adjusting Inlets	1 only	100.00	100.00
Removal of Existing Sign Installation	All Required		1,000.00
Painted Wood Sign Posts	All Required		1,000.00
Sign Support Footings	All Required		4,000.00
Breakaway Sign Posts	All Required		2,000.00
Single Sign Supports	All Required		3,000.00
Double Sign Supports	All Required		2,000.00
Cantilever Sign Structure	All Required		4,500.00
Structure Mounts	All Required		1,000.00
Type "A" Signs in Place	992 sq.ft.	7.50	7,440.00
Type "C" & "D" Signs in Place	278 sq.ft.	5.00	1,390.00
Type "E", "F", "G" & "M" Signs in Place	189 sq.ft.	6.00	1,134.00
Sign Illumination Equipment	All Required		1,000.00
Thermoplastic Pavement Arrows	13 only	140.00	1,820.00
Roadway Illumination Installation, Complete	All Required		80,000.00
			$ 782,399.00
Flagging (60% of Contractor's Cost)	All Required		$ 5,000.00
Erosion Control	All Required		5,000.00
SFO Striping	All Required		2,775.00
Work by N.W. Natural Gas	All Required		8,378.99
Work by Hayden Island Inc. (Water)	Lump Sum		4,974.92
SFO 2 Temporary Traffic Counter and Recorders	All Required		1,000.00
EWO 1 Install Traffic Detectors	All Required		2,000.00
P.A. 1 Median Barrier	608 lin.ft.	7.51	4,566.08
P.A. 1 End Treatment	1 only	230.00	230.00
P.A. 3 Metal Guardrail with Steel Posts	919 lin.ft.	9.57	8,794.83
EWO 7 Load, Haul and Place Embankment Material	All Required		22,377.54
			$ 65,097.36
	Subtotal		$ 847,496.36
	10% Engr. & Cont.		$ 84,748.64
	Total		$ 932,245.00

Length of Roadway - - - - - - - - - - - 0.279 mile

Cost of Roadway Per Mile - - - - - - - $31341,379.92

Federal Funds -	$ 850,000.00
State Funds -	82,245.00
Total	$ 932,245.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

G-1-100%

Contract No. 7489

Prefix 626-1030

Work by N.W. Natural Gas

Labor	$ 1,445.92	
Materials	3,586.42	
Equipment	568.40	
Overhead	2,778.25	
		$ 8,378.99

Work by Hayden Island Inc. (Water Line)

Materials	$ 1,168.46	
Const. Cost	3,210.00	
Relocate Hydrants	596.46	
		Lump Sum $ 4,974.92

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	STATE
11-28		COUNTY Oregon
PROJECT REPORT NO. 4	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 10-29-70	PROJECT NO. Multnomah I-5-6(69)300

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 Interstate Bridge South 0.28 mile
(Jantzen Beach Interchange Section)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-12-70	0.270
OTHER (Specify)		

FUNDS

Pre Date 92.268

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 871,638.00	$ 804,173.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By P. Kelso

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By G L Green
(Division Engineer)

For R. E. Simpson

Date executed by Division Engineer OCT 29 1970

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds.

(b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, up-

Oregon State Highway Division

Federal Aid
Project No. I-5-6(69)309

JANTZEN BEACH INTERCHANGE SECTION

PACIFIC HIGHWAY IN MULTNOMAH COUNTY

Salem, Oregon, October 26, 1970

Project Agreement Estimate.

Type Code 6201
Roadway (Sta. "Bs" 85+55 to Sta. "Bs" 100+25)

Temporary Protection and Direction of Traffic	All Required		$	43,000.00
Clearing and Grubbing	All Required			10,000.00
Removal of Structures and Obstructions	All Required			20,000.00
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Trench Excavation	2,720 cu.yd.	8.50		23,120.00
Finishing Roadbed and Slopes	All Required			5,000.00
Obliteration of Roadway	All Required			15,000.00
Furnishing and Placing Topsoil	6,300 cu.yd.	3.25		20,475.00
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Concrete Inlets, Type B	4 only	300.00	1,200.00
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Grouted Riprap	80 cu.yd.	70.00	5,600.00
Adjusting Manholes	8 only	250.00	2,000.00
Reconstructing Concrete Manholes	3 only	500.00	1,500.00
Adjusting Inlets	1 only	100.00	100.00
Removal of Existing Sign Installation	All Required		1,000.00
Painted Wood Sign Posts	All Required		1,000.00
Sign Support Footings	All Required		4,000.00
Breakaway Sign Posts	All Required		2,000.00
Single Sign Supports	All Required		3,000.00
Double Sign Supports	All Required		2,000.00
Cantilever Sign Structure	All Required		4,500.00
Structure Mounts	All Required		1,000.00
Type "A" Signs in Place	992 sq.ft.	7.50	7,440.00
Type "C" & "D" Signs in Place	278 sq.ft.	5.00	1,390.00
Type "E", "F", "G" & "M" Signs in Place	189 sq.ft.	6.00	1,134.00
Sign Illumination Equipment	All Required		1,000.00
Thermoplastic Pavement Arrows	13 only	140.00	1,820.00
Roadway Illumination Installation, Complete	All Required		80,000.00
			$ 782,399.00
Flagging (60% of Contractor's Cost)	All Required		$ 5,000.00
Erosion Control	All Required		5,000.00
			$ 10,000.00
	Subtotal		$ 792,399.00
	10% Engr. & Cont.		79,239.00
	Total		$ 871,638.00

Length of Roadway - - - - - - - - - - - 0.279 mile

Cost of Roadway Per Mile - - - - - - - $3124,150.54

Work Retained in Program Status

Striping	All Required	$ 300.00
Work by N.W. Natural Gas Co.	All Required	12,000.00
Work by Hayden Island Inc., (Water)	All Required	15,000.00
Work by PGE Co.	All Required	7,500.00
Temporary Traffic Counter & Recorders	All Required	3,000.00
	Subtotal	$ 37,800.00
	10% Engr. & Cont.	3,780.00
	Total	$ 41,580.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$871,638.00	$804,173.00	$ 67,465.00
Retained in Program	41,580.00	38,361.00	3,219.00
	$913,218.00	$842,534.00	$ 70,684.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

G-1-100%

Contract No. 7489

Prefix 626-1030

RECEIVED
DEC 1 1971
FOR FILING

STATE COPY
(Porter)

OREGON STATE HIGHWAY DIVISION

I-5-6(69)309

HIGHWAY BUILDING • SALEM, OREGON • 97310

7489

November 15, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97301

Federal-aid Project
No. I-5-6(69)309

Dear Sir:

All work under Contract No. 7489, Jantzen Beach Interchange Section of the Pacific Highway in Multnomah County, was completed on November 10, 1971.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Program Plans
CM Concurs
12-1-71

Very truly yours,

R. L. Porter
State Highway Engineer

NOTED
A. E. [illegible]

By R. D. Acheson
For
L. H. Young
Program and Planning Engineer

RECEIVED
NOV 30 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Federal Highway Administration
Oregon Division Office Endorsement

Date 11-15-71

Conditions noted on above date: The project was inspected on this date and will be considered acceptable when signing is completed, temporary signs and old signposts are removed and pedestrian crosswalks are striped.

for R. E. Simpson
Division Engineer

PVR/eb

NOTED
TOM EDWARDS

RECEIVED
NOV 12 1971
FOR FILING

I-5-6(69)209
7489

November 11, 1971

426

Mr. Joe Olson
Olson Electric Company, Inc.
Post Office Box 830
Vancouver, WN 98660

Dear Mr. Olson:

Re: Jantzen Beach Interchange
Pacific Highway, Multnomah County
Contract No. 7489

We have your October 19 request for an extension of contract time for the subject project.

In accordance with the terms of the contract, any request for additional time on this project must be submitted to the Highway Division by the prime contractor. Additional work time in connection with your subcontract on this project is a matter of negotiation between you and the prime contractor.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

cc R. L. Porter
Tom Edwards
I. D. Merchant
L. H. Young
Roy Heinz
Jerry Street

RWE:ag ms

RECEIVED
NOV 12 1971
FOR FILING

I-5-6(69)3?9
1489

November 11, 1971

426

Mr. Joe Olson
Olson Electric Company, Inc.
Post Office Box 830
Vancouver, WN 98660

Dear Mr. Olson:

Re: Jantzen Beach Interchange
Pacific Highway, Multnomah County
Contract No. 7489

We have your October 19 request for an extension of contract time for the subject project.

In accordance with the terms of the contract, any request for additional time on this project must be submitted to the Highway Division by the prime contractor. Additional work time in connection with your subcontract on this project is a matter of negotiation between you and the prime contractor.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

cc R. L. Porter
Tom Edwards
I. D. Marchant
L. H. Young
Roy Heinz
Jerry Street

RWE:ag ms

Olson ELECTRIC COMPANY, INC.
P. O. BOX 830, VANCOUVER, WASHINGTON 98660
PHONE (206) 694-6585 PORTLAND (503) 285-0295

October 19, 1971

REFERRED TO
Admin
BY SECRETARY

Johnson
Cy Edw
10-22-71

Oregon State Highway Dept.
Salem,
Oregon

Re: Jantzen Beach Interchange - Valmount Poles
Pacific Highway
Multnomah County
Contract No. 7489

Gentlemen:

We are advising of delays experienced in assembly of the subject poles.

The manufacturer has made errors we are correcting in the field and errors have been noted in detailing the two design types by Oregon State Highway Department.

We are currently waiting for redesign corrections to be handled by the project engineer in the field. We submit that an extension of contract time is requested the length of which may be determined at a future date.

Yours very truly,

Joe Olson

cc: S.D. Spencer & Son

RECEIVED
OCT 27 1971
BRIDGE DIVISION

RECEIVED
OCT 21 1971
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

Form E-208—5M

I-5-6(69)309
7-127

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 10-15-71
Contingent upon modification of project agreement if additional funds are required.
BY [signature]
TITLE Dist. Engineer
DATE 11-4-71
FEDERAL HIGHWAY ADMINISTRATION

Project Name Jantzen Beach Interchange — Date October 15, 1971
Highway Pacific — Contract No. 7489
County Multnomah — Prefix 626-1030
Contractor S. D. Spencer & Son — F. A. Project No. I-5-6(69)309
Address 4614 N.E. 72nd Ave., Vancouver, Wash. 98661 — Order No. 10

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Add a ½" thick adaptor plate between 48" High Ballasts Cabinets and Light Pole Towers at 6 locations. Also use existing ½" thick 3" by 20" Plates cut in half as back up plates between adapter plate and light tower.

NOTED
A. E. JOHNSON

Jr Comte 11-10-71

Location by station numbers:

Light Pole Tower Nos. 2, 3, 4, 5, 6, 7, 8 and 12 as shown on Plan Drawing No. 26667.

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NOV 9 1971
OFFICE OF
CITY ENGINEER

Estimate of quantities and cost:

Labor	$ 50.00
Material	100.00
Total	$ 150.00

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work is needed in order to attach 48" High Ballasts Cabinets to Light Pole Towers. It is classed as "extra work" because contractor had no control over changes made by OSHD on shop drawings.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$942,275.36
Present estimate of project cost, including $150.00 for work under this order	$955,928.38
Expected under-run / over-run amount OVERRUN	$13,652.52
Expected under-run / over-run per cent OVERRUN	1.45%

Space to right of this line is for use of Salem Office

Submitted by: Jerry C. Street
Resident Engineer

Approval Recommended: Edward Tidwell
Assistant Division Engineer

Approval Recommended: Walter F. Hunt
Construction Engineer or Bridge Engineer

Approved: K. H. Young
Deputy State Highway Engineer
Assistant State Highway Engineer or Office Engineer.
Program and Planning

SP*23577-734

RECEIVED
OCT 21 1971
FOR FILING

FHWA-12 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

I-5-1(69)309
1-189

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: October 13, 1971

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-5-6(69)309
Jantzen Beach Interchange Section
Pacific Highway
Extra Work Order No. 9

Extra Work Order No. 9 on this project is hereby returned unsigned. The Area Engineer indicates that his approval of the work was not intended as an approval for Federal participation.

This work results from changes directly under the control of the State and of a nature that could have been planned into the project. The order should be re-coded as non-participating.

10-20-71
Orig + cat to Dale Appropriate action G.E.J.

4EJ

RECEIVED
OCT 15 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

Form E-208—5M

I-5-6(67)307
7489

STATE COPY 6-IP

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 12-31-71
Contingent upon modification of project agreement if additional funds are required

BY _____
TITLE Dist. Engineer
DATE 12-7-71

FEDERAL HIGHWAY ADMINISTRATION

Project Name Jantzen Beach Interchange — Date October 12, 1971

Highway Pacific — Contract No. 7489

County Multnomah — Prefix 626-1030

Contractor S. D. Spencer & Son — F. A. Project No. I-5-6(69)309

Address 4614 N.E. 72nd Ave., Vancouver, Wash. 98661 — Order No. 8(Supplement) #1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: See Extra Work Order No. 8. Add (4.) fourth area of work to existing work order. This work involves moving additional sign power service not anticipated on original work order.

1. Equipment rental rates shall be in accordance with State-AGC agreement.
2. Percentage allowed to contractor in accordance with executed contract for this project.

NOTED
A. E. JOHNSON

Location by station numbers:

Butterfly Sign Bridge located on Oregon Slough Bridge facing southbound traffic. Signs show Swift Ave. and Marine Drive Exits.

NOTED
TOM EDWARDS

Estimate of quantities and cost:

	Original	Supplement	Total
Labor	$300.00	$300.00	$600.00
Equipment	100.00	50.00	150.00
Materials	400.00	100.00	~~550.00~~ 800.00
Total	$800.00	~~$500.00~~ 750.00	~~$1,300.00~~ 1550.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work was not called for on the Contract Plans or in the Special Provisions. Work is necessary in order to maintain existing power service to sign lights.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ ~~942,275.86~~
Present estimate of project cost, including $ ~~1,300.00~~ 1550.00 for work under this order	$ ~~955,778.38~~
Expected ~~under-run~~ over-run amount	$ 13,502.52
Expected ~~under-run~~ over-run per cent	1.13%

Space to right of this line is for use of Salem Office

Submitted by: Jerry C. Street — Jerry C. Street, Resident Engineer

Approval Recommended: _____ Assistant Division Engineer

Approval Recommended: _____ Construction Engineer or ~~Bridge Engineer~~

Approved: R. D. Thomas — ~~Deputy State Highway Engineer~~ ~~Assistant State Highway Engineer~~ Chief Engineer. Program and Planning

SP*0291-734

RECEIVED
SEP 22 1971
FOR FILE

I-5-6(69)307
7449

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
September 15, 1971

To: Roy Heinz
Resident Engineer
B U I L D I N G

SUBJECT: Paving
Jantzen Beach
I-5

NOTED
A. E. JOHNSON

As per our recent discussions, we will plan on placing the top lift of paving for northbound lanes between the hours of 6:00 a.m. to 1:00 p.m. Two lanes must be kept open at all times during this operation. If more than a minimum amount of congestion develops, the paving operation must be stopped and the section opened up to three lanes of traffic.

If the paving on northbound I-5 works out, plan to pave southbound from 9:00 a.m. to 3:00 p.m. Again only one of the three southbound lanes may be closed during this time period. As Mr. Peterson points out in his report, traffic volumes may preclude the closing of any of the lanes during the daylight hours. Should this be the case, we will have to ask the contractor to reconsider night time paving operations.

It is very important that we have the complete attention and cooperation of both the Prime and subcontractor before this work can start. Whatever help or assistance you need will be provided for to complete the paving of this section of I-5. Attached for your information is a copy of Mr. Peterson's report and recommendations on traffic conditions to be expected.

R. L. Schroeder
Metropolitan Engineer

by
ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Assistant Metropolitan Engineer

JHV:cw
Attachment

cc: Dennis Peterson
bcc: A. E. Johnson
F. D. Morgan
L. W. Rulien

RECEIVED
SEP 16 1971
OFFICE OF
STATE HIGHWAY ENGINEER

SP*52478-734

OREGON STATE HIGHWAY DEPARTMENT

TO: J. H. VERSTEEG

SUBJECT: FLASHING SYSTEMS - JUNIPER BEACH

FROM: D. L. PETERSEN

DATE: 9-13-71

In response to your 9-8-71 letter requesting the hours when one lane can be closed for paving at the subject location, there are attached graphs showing such hours based on September traffic data.

Southbound, the hours from 9AM to 3PM on weekdays, are currently borderline cases. It could be that within 10 days or so, the volumes will drop into the "clear" zone.

D. L. Petersen
(SIGNATURE)

PLEASE REPLY HERE

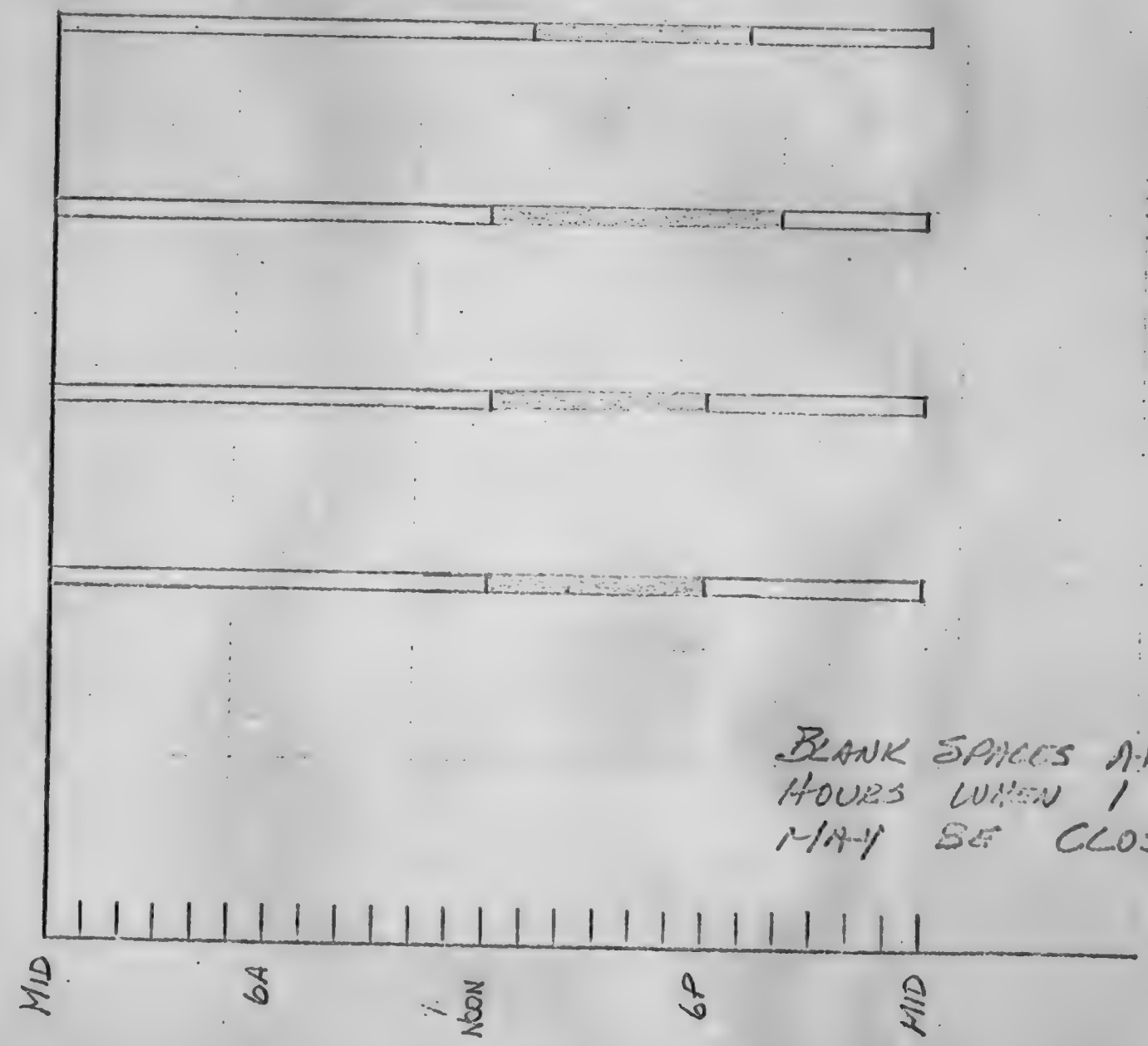
CC:

(SIGNATURE) (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

I-5 NORTH BOUND
INTERSTATE BRIDGE

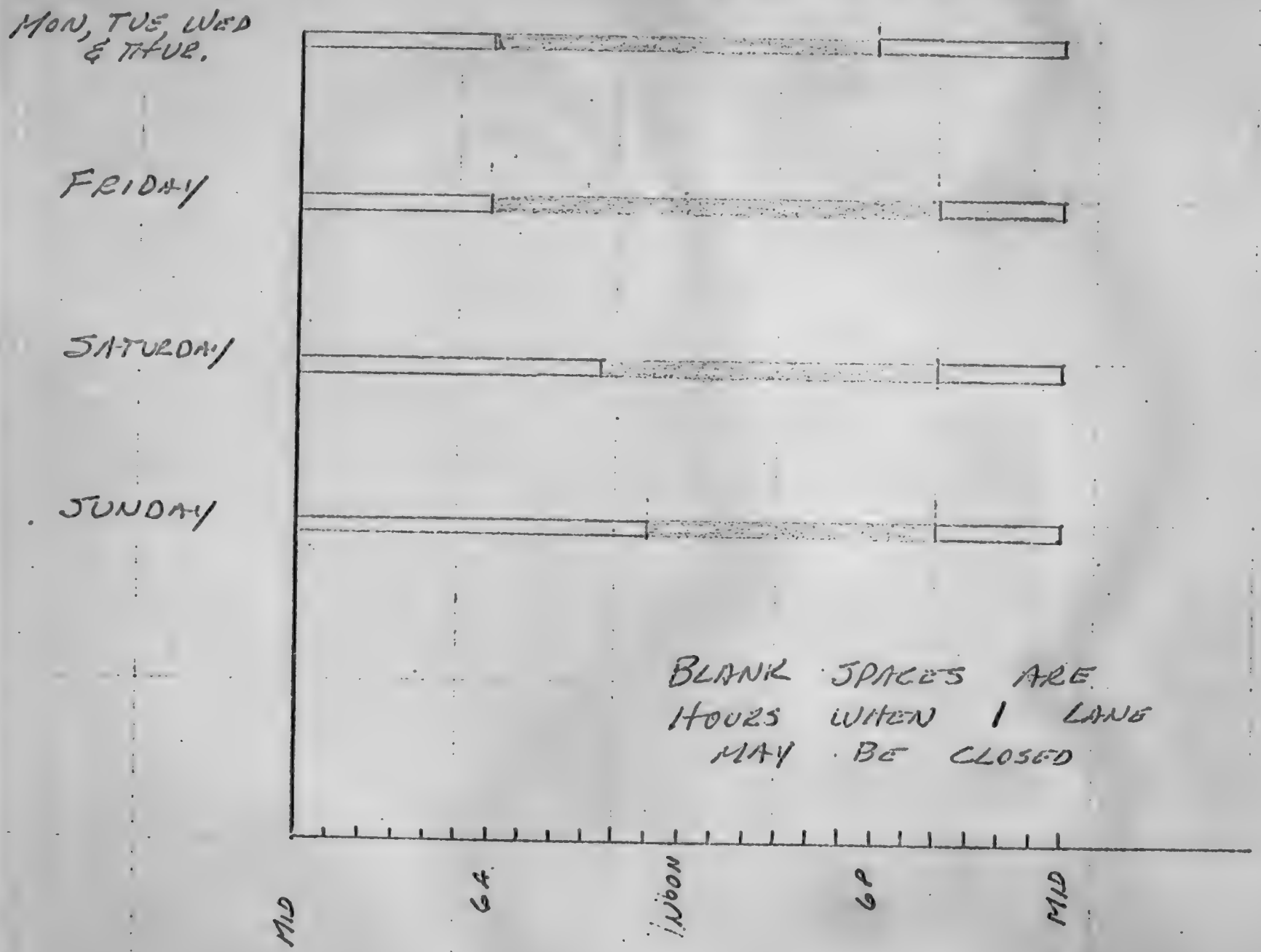


BLANK SPACES ARE HOURS WHEN I-5 MAY BE CLOSED.

9-13-'11

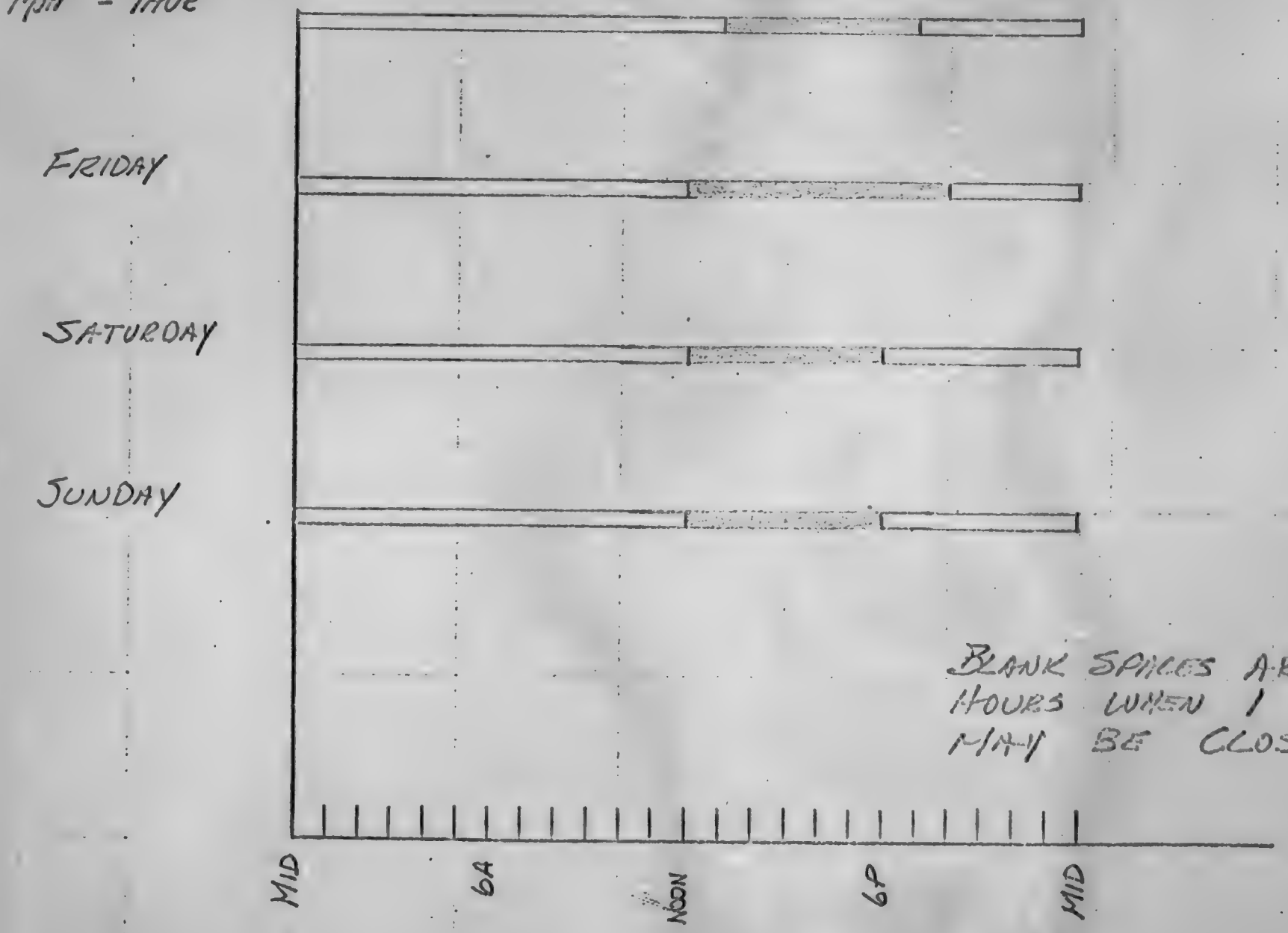
I-5 SOUTHBOUND
INTERSTATE BRIDGE

2 LANES OPEN



9-13-71

I-5 NORTH BOUND
INTERSTATE BRIDGE

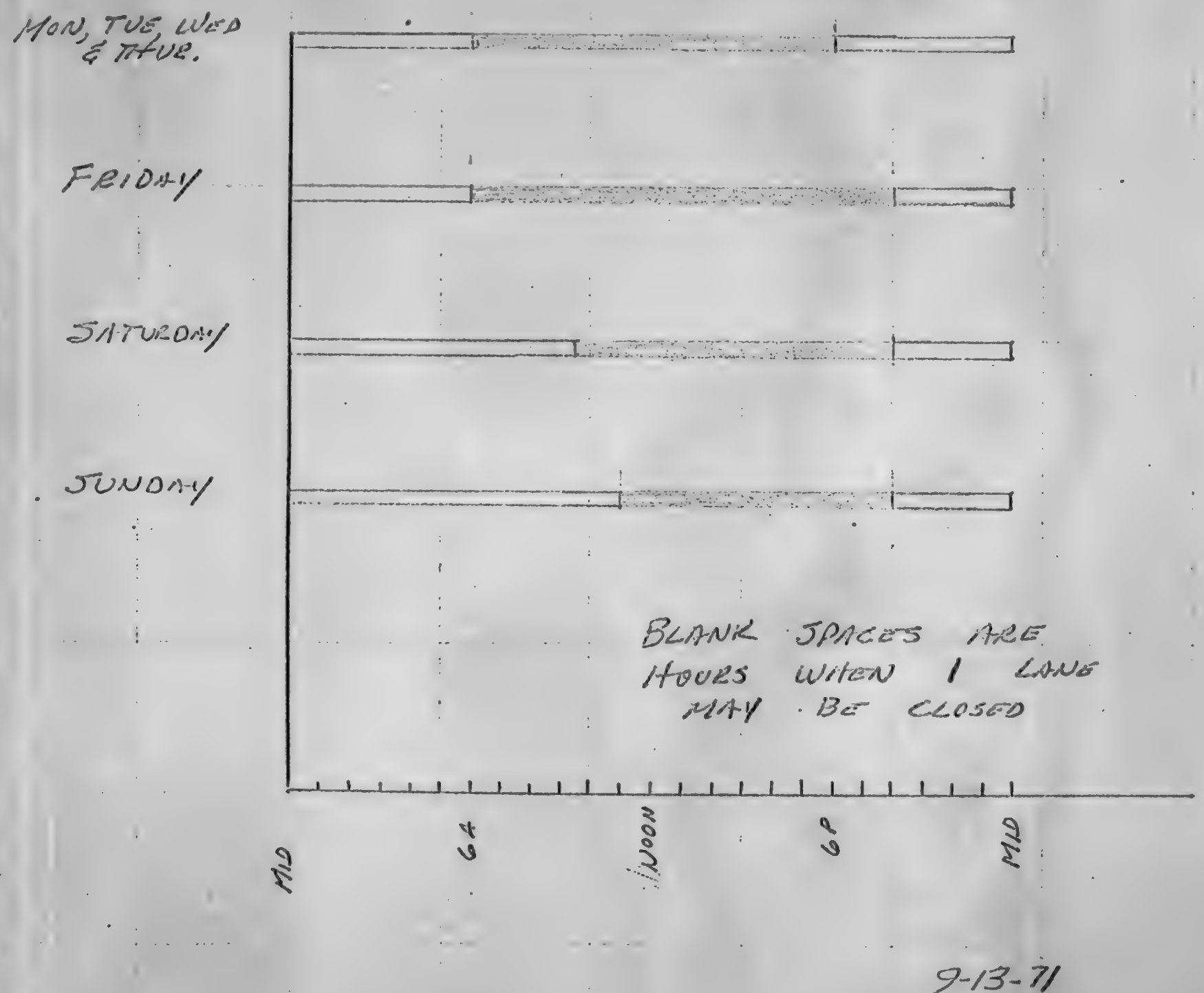


BLANK SPACES ARE HOURS WHEN 1 LANE MAY BE CLOSED.

9-13-'11

I-5 SOUTHBOUND INTERSTATE BRIDGE

2 LANES OPEN



9-13-71

RECEIVED
SEP 16 1971
FOR FILING

OREGON STATE HIGHWAY DIVISION

I-5-6(69)309

7489

September 10, 1971

DISTRICT
A.E.

S. D. Spencer & Son
4614 N. E. 72nd Avenue
Portland, Oregon

Re: Jantzen Beach Interchange
Contract 7489

Gentlemen:

Progress on Contract 7489 has been unsatisfactory. Over the last two months only 10% of the contract work has been performed. Weather and working conditions during July and August have been close to ideal. Work on this contract must be expedited.

Mr. Roy Heins, Resident Engineer on this Project, by letter of July 27, 1971, pointed out the lack of Progress and requested a detailed schedule for completing the contract work. You have chosen not to respond to the Engineer's request.

This is a request for a meeting at the earliest date to discuss the completion of the contract work on this Project. We would expect to receive a detailed and reliable work schedule outlining how and when the contract work will be completed.

Very truly yours,

R. L. Schroeder
Metropolitan Engineer

by J H Versteeg

J. H. Versteeg
Assistant Metropolitan Engineer

JHV:cw
cc: Roy Heins
bcc: A. E. Johnson
F. D. Morgan

RECEIVED
SEP 13 1971
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION

July 27, 1971

S. D. Spencer & Son
4614 N. E. 72nd Avenue
Vancouver, Washington 98661

Re: Jantzen Beach Interchange
Pacific Highway
Contract No. 7489

Gentlemen:

Under Sections 108.03 and 108.08 of the Standard Specifications you are required to vigorously pursue the completion of your contract work. For the past eight (8) calendar workdays there has been little or no progress made on the subject project.

The fifty (50) calendar work days remaining will carry you to the 13th of September, 1971. Please submit a work schedule detailing the completion of all phases of work under your contract.

Very truly yours,

Roy T. Heinz

Roy T. Heinz
Resident Engineer

RTH:pb

cc: R. L. Schroeder

METROPOLITAN ENGINEER
RECEIVED
JUL 27 1971
ME AME AME MOE MCE MTE

OK to send

RECEIVED
AUG 26 1971

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

I-5-6(69)309
1489

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: August 26, 1971

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(69)309
Jantzen Beach Interchange
Pacific Highway

The Area Engineer's inspection report dated August 25 indicates unsatisfactory progress on this project due to the severe lag in work completed to time elapsed. His report also indicates that very little work was being performed on the date of his inspection.

It is reported that a significant delay can be expected in delivery of illumination equipment; however, it is suggested that you take appropriate action to secure advancement of the contractor's work schedule as much as possible on the remaining work.

RECEIVED
AUG 30 1971
OFFICE OF
STATE HIGHWAY ENGINEER

A. E. JOHNSON A.E.J.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

RECEIVED
FOR FILE

Form FHWA-321 (12-67)
UNITED STATES GOVERNMENT

Memorandum

I-5-6(69)309

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

7489

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 20, 1971

In reply refer to: 08-35.7/412.1

SUBJECT: Oregon Project I-5-6(63)309
Jantzen Beach Section
File 44109, Kernan

Mr. Moehring's letter of July 28 indicates that the State Highway Division has no statutory authority to acquire mobile homes under any of the real property acquisition statutes when the mobile home is considered personalty. Mr. Moehring's letter suggest an alternative procedure to permit occupants of nondecent, safe and sanitary mobile homes to secure decent, safe and sanitary housing. The procedure is being given consideration by our Washington office and you will be advised in the near future as to the basis of Federal participation.

On August 5 Messrs. Schutz and Mathias met with Messrs. Moehring, Chatwood and Smith and discussed the abovementioned matter as well as the procedure to follow in making replacement housing payments to owner-occupants of mobile homes who rent a site in a mobile home park. In those instances where the mobile home is decent, safe and sanitary and considered personal property by the State and is to be moved and retained by the owner-occupant, replacement housing payments should be made on the following basis:

1. Owner-occupants of 180 days or more:

The replacement housing payment shall be the difference in the amount determined by the State as necessary to rent a comparable mobile homesite for a period of 4 years and 48 times the rent being paid on the site acquired.

2. Owner-occupants for less than 180 days but more than 90 days:

The rental replacement housing payment shall be the difference in the amount determined by the State as necessary to rent a comparable mobile homesite for a period of 4 years and 48 times the rent being paid on the site acquired. If the relocatee elects to purchase a

NOTED
TOM EDWARDS

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910.222

replacement site, the relocatee is eligible for a downpayment on the purchase of a comparable site. The amount of the downpayment shall be determined in accordance with the provisions of Paragraph 26b of IM 80-1-71.

cc:
OSHD (D H Moehring)
OSHD (K A Chatwood)
OSHD (J J Smith)
Mathias (2 cys)

RECEIVED
AUG 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 29 1971
FOR FILING

OREGON STATE HIGHWAY DIVISION

I-5-6(69)-07
7489

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

July 28, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street NE
Salem, Oregon 97301

I-5-6[63]309
Jantzen Beach Section

Dear Mr. Simpson:

This will acknowledge your July 16, 1971, letter regarding the handling of nondecent, safe, and sanitary mobile homes under Instructional Memorandum 80-1-71 [paragraph 31b].

This is to advise that the Highway Division has no statutory authority to acquire a mobile home under any of the real property acquisition statutes when the mobile home is considered personalty.

Since the owner of a nondecent, safe, and sanitary mobile home has title to the home, he can convert the home into dollars and he will then have the necessary funds to apply towards buying a decent, safe, and sanitary mobile home. The State would then compute the additional amount necessary to complete the total purchase price and pay up to $15,000 additive.

NOTED
R. L. PORTER

Please advise whether this handling meets with your approval. Please also advise as to the procedure for handling the replacement site. Do we pay a rent supplement for a replacement rental site, and do we allow a down payment for a purchased replacement site?

Very truly yours,

ORIGINAL SIGNED
D. H. MOEHRING

D. H. Moehring
Right of Way Engineer

DHM:JP
cc R. L. Porter ✓
Tom Edwards
F. B. Klaboe
V. E. Skoog
L. H. Young
M. R. Mitchell

RECEIVED
JUL 29 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form A-1(9)(Rev. 8-70)

I-5-6(69)309
7489

STATE COPY

G-1P

OREGON STATE HIGHWAY DIVISION

STATE FORCES NOT INVOLVED

APPROVED EFFECTIVE DATE 7-27-71
Contingent upon modification of project agreement if additional funds are required

BY [signature]
TITLE Dist. Engineer
DATE 7-27-71
FEDERAL HIGHWAY ADMINISTRATION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS Contract No. 7489 Order No. 7

Section Jantzen Beach Interchange Date July 19, 1971

Highway Pacific F.A.P. No. I-5-6(69)309

County Multnomah Prefix 626-1030 Account No. 279-07 285 O.K.

Description of Work To Be Done:

Compensate P.G.E. for cost of removing State owned electrical equipment from power vault located under southerly end of northbound Interstate Bridge.

Location by Station Numbers:

Lt. "A" 137+40±

Estimate of Quantities and Costs:

Remove state equipment . . . . Lump Sum $137.04

Explanation:

P.G.E. was requested to do this work by letter dated 4-14-71, from Mr. Walter Hart of the Bridge Section.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$942,275.86
Present estimate of project cost, including $137.04 for work under this order	$937,050.99
Expected under-run (amount)	$5,224.87
Expected under-run (per cent)	0.55

Space to right of this line is for use of Salem Office

Submitted by: Roy T. Heinz — Roy T. Heinz, Resident Engineer

Approval Recommended: [signature] For Construction Engineer — Bridge Engineer

Approval Recommended: J H Wentzel — Regional Engineer

Approved: [signature] — Construction Engineer

8/16/71

NOTED FORWARDED

RECEIVED
JUL 20 1971
FOR FILING

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

I-5-1(63)309
7417

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: July 16, 1971

In reply refer to: 08-35.7/412.1

SUBJECT: Oregon Project I-5-6(63)309
Jantzen Beach Section

On November 25, 1970, this office authorized the State to proceed with right of way acquisition including displacement of 50 families in mobile homes. The authorization included the requirement that "no individual or family (tenant or owner) shall be required to move until they have either obtained a right of possession of adequate replacement housing or have been offered, by the State, adequate replacement housing available for immediate occupancy." Authorization was based upon the assurances provided by Mr. Oakes' letter of November 23, 1970.

We understand that the State's Right of Way section believes that the State cannot acquire mobile homes because they are usually considered personal property. Par. 31b of IM 80-1-71 provides for Federal participation in the cost of acquiring a mobile home even though it is considered personal property under State law if the mobile home is not considered to be decent, safe and sanitary. The position taken by the Right of Way section evidently would not permit payment of a replacement housing additive to allow such persons to secure decent, safe and sanitary housing.

Failure to provide monetary payments to enable relocatees to secure decent, safe and sanitary housing could jeopardize Federal participation in all phases of the project. Inasmuch as the State is just starting to relocate families on this project it is believed that this is a good time to resolve the problem that could be created if a mobile home occupant was displaced from the project without being offered the monetary benefits that permit his securing decent, safe and sanitary housing. Your comments are requested.

cc:
OSHD (D H Moehring)
OSHD (J J Smith)
Region (08-00.32)

NOTED
TOM EDWARDS

RECEIVED
JUL 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

7-20-71
REFERRED TO
Asst. State Hwy. Engr.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

RECEIVED
JUL 9 - 1971
FOR FILING

FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

I-5-6(63)309
7-1-89

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: July 2, 1971

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(63)309
Jantzen Beach Interchange Section
State Force Order No. 6
Total Estimated Amount of the Order - $600
Federal Participation - $540

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

Johnson
Orig to Porter
cy to Jantzen 7-8-71

Reference is made to your letter dated June 17 concerning the subject order.

The use of State Forces is approved as being in the public interest in accordance with PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

NOTED
A. E. JOHNSON

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

4. Existing plantings can be saved during the 1971 construction season with the installation of the temporary irrigation system. This will result in a savings to the future landscaping project in this area.

Equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work.

Reimbursement is to be made on an actual cost basis. A signed copy of the order is returned herewith.

Enclosure
State Force Order No. 6

NOTED
TOM EDWARDS

RECEIVED
JUL 6 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-108—8M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED EFFECTIVE DATE 5-22-71
Contingent upon modification of project agreement if additional funds are required
BY _____
TITLE Dist. Engineer
DATE 7-2-71

Order No. 6

FEDERAL HIGHWAY ADMINISTRATION

Project Name Jantzen Beach Interchange Date June 2, 19 71

Highway Pacific Contract No. 7489 F. A. Project No. I-5-6(69)309

County Multnomah Prefix 626-1030 Account No. 279-06

Description of Work To Be Done:

Rent, install and remove temporary irrigation pipe.

Location by Station Numbers:

Vicinity of State Police and Tourist Information Building.

Estimate of Quantities and Costs:

Pipe rental	$500.00
Labor	100.00
	$600.00

Explanation: Present irrigation system non functional because of construction. New irrigation system to be installed under future landscape contract. Temporary system to be installed by maintenance forces to keep area green during summer months of 1971.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$942,275.86
Present estimate of project cost, including $600.00 for work under this order	$935,909.55
Expected under-run (amount)	$6,366.31
Expected under-run (per cent)	0.68

Space to right of this line is for use of Salem Office

Submitted by: Roy T. Hess, Resident Engineer

Approval Recommended: [signature], Construction Engineer for Bridge Engineer

Approval Recommended: [signature], Division Engineer

Approved: [signature], Deputy State Highway Engineer, Assistant State Highway Engineer or Chief Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

RECEIVED
JUL 2 - 1971
FOR FILING

I-5-6(69)307
7487

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
June 25, 1971

NOTED
A. E. JOHNSON

To: Memo to the file:

SUBJECT: Traffic Congestion
Stage Construction
Jantzen Beach Interchange
I-5

Stage construction plan now in effect for this interchange has created a traffic congestion problem on the eastside. During the 4:00 p.m. to 6:00 p.m. hours, northbound traffic may be forced to wait as much as ten minutes before entering I-5.

This problem was called to our attention by Mr. Les Buell of Hayden Island Incorporated and Mr. John Moore of the Safeway Stores. The sales volume in the Safeway store is down several thousand dollars per week. The rental received by Hayden Island is based on sales and is also down a reported $800 per week. Both of these gentlemen are very concerned about solving the traffic problem.

We have made some minor changes and plan further alteration at the entrance and exit points. These changes will not solve the problem of congestion but may offer minor help.

This problem has developed because of the current labor strike. The contractor is unable to complete the concrete median barrier or to place A.C. pavement to complete this stage of construction. Until the strike is settled there is little that can be done to ease the traffic problem.

R. L. Schroeder
Metropolitan Engineer

by

RECEIVED
JUN 29 1971
OFFICE OF
STATE HIGHWAY ENGINEER

J. H. Versteeg
Assistant Metropolitan Engineer

JHV:cw
cc: Roy Heinz
F. D. Morgan
L. W. Hulien

6/28/71 Copy to CE Johnson per FD Morgan CW

Routing
Morgan
Docker
Bond
Walker
Doehme
Johnson
RECEIVED
JUN 28 1971
CONSTRUCTION
DIVISION
Ross
Swan
Clune
Mitchell
Quackenbush

I-5-6(69)309

Form E-208—SM

STATE COPY G-1

OREGON STATE HIGHWAY DEPARTMENT

APPROVED EFFECTIVE DATE 6-24-71
Contingent upon modification of project agreement if additional funds are required
BY [signature]
TITLE Dist. Engineer
DATE 7-13-71
FEDERAL HIGHWAY ADMINISTRATION

7489

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Jantzen Beach Interchange Date June 28, 1971

Highway Pacific Contract No. 7489

County Multnomah Prefix 626-1030

Contractor S. D. Spencer & Son F. A. Project No. I-5-6(69)309

Address 4614 N.E. 72nd Avenue, Vancouver, Wash. 98661 Order No. 8

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Miscelaneous electrical work - see back of order.

1. Equipment rental rates shall be in accordance with State-AGC agreement.
2. Percentage allowed to contractor in accordance with excuted contract for this project.

This work has not started.

Location by station numbers:

Throughout Project.

RECEIVED JUL 14 1971 OFFICE OF STATE HIGHWAY ENGINEER

Estimate of quantities and cost:

Labor	$ 300.00
Equipment	100.00
Material	400.00
Total	$ 800.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work is not called for on the plans or in the Special Provisions.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 912,275.86
Present estimate of project cost, including $ 800.00 for work under this order	$ 936,709.55
Expected under-run / over-run amount UNDER	$ 5,566.21
Expected under-run / over-run per cent UNDER	0.59%

Space to right of this line is for use of Salem Office

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] Division Engineer

Approval Recommended: [signature] Construction Engineer or Bridge Engineer

Approved: [signature] Deputy State Highway Engineer, Assistant State Highway Engineer or

7-15-71

Miscelaneous Electrical Work

1. Move sign and surveillance electrical service onto Right of Way.
   BN 99+50 Lt. Re: Drawing No. 26672

2. Install seperate breakers and wiring for under deck luminaires.
   Re: Drawing Nos. 26667 and 26668.

3. Install 2 steel light post junction boxes.
   BN 85+45 Rt. and BS 85+45 Lt.
   Re: Drawing No. 26671 and TED Drawing No. 1913.

Routing

Morgan

Decker

Bond

Skinner

Sherrine

Johnson

RECEIVED
JUN 28 1971
CONSTRUCTION
DIVISION

RECEIVED
MAY 3 - 1971
FOR FILING

I-5-6(69)309
7489

4N
3-30-71

April 1, 1971

Hayden Island, Inc.
Highway 99 and Interstate Bridge
Portland, Oregon 97217

MISC. CONTRACTS and
AGREEMENTS No. 4047

Attention: L. W. Buell
President

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning a revision in access control within the Jantzen Beach Interchange complex.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc H. S. Cox
(conf. agree. att.)

RECEIVED
MAR 24 1971
FOR FILING
I-5-6 (67) 309
7489

March 23, 1971

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the March 30 meeting will be an agreement with Hayden Island, Inc., a development company operated in the Jantzen Beach area in north Portland, concerning a revision in access control within the Jantzen Beach Interchange complex.

The Federal Highway Administration gave its approval for revision of access by letter dated August 12, 1970, which contained certain conditions. The Company, in signing this agreement, agrees to meet the stipulations set by the Federal Highway Administration pertaining to construction and opening to traffic of certain public roads in conjunction with the project which is now under construction.

All of the roadway system involved is to be dedicated either to the State or the public. All construction is to be performed by the Company at no expense to the State.

The State and Multnomah County entered into an agreement covering construction of this project which was approved by you August 18, 1970, and the project is now under construction.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
A. E. Johnson
Victor D. Wolfe
D. H. Moehring
L. H. Young
F. D. Morgan
H. S. Cox
R. L. Schroeder

MCH:ljt sr

RECEIVED
MAR 23 1971
FOR FILING

March 22, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon

Project No. I-5-6(63)309
Jantzen Beach Section
Right of Way

Dear Sir:

We are forwarding two copies of right-of-way plans sheet No. 3 for the subject project which shows the access control line in the Denver Avenue Interchange area as requested in your letter of March 2, 1971. We trust this plan sheet will be satisfactory and permit your approval of the revised plans and processing of the modified project agreement.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

CL:ia

I-5-6(69)309

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MAR 15 '71
OFFICE OF
STATE HIGHWAY ENGINEER

7489

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 3-18-71
Contingent upon modification of project agreement if additional funds are required
BY [signature]
TITLE Dist. Engineer
DATE 3-17-71
FEDERAL HIGHWAY ADMINISTRATION

Project Name Jantzen Beach Interchange — Date March 1, 1971

Highway Pacific — Contract No. 7489

County Multnomah — Prefix 626-1030

Contractor S. D. Spencer & Son — F. A. Project No. I-5-6(69)309

Address 4614 NE 72nd Avenue, Vancouver, Wash. 98661 — Order No. 7

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Load, haul and place borrow material as needed.

1. Max. equipment rental rates allowable as per AGC agreement.
2. Percentage allowed Contractor is in accordance with executed contract.

Location by station numbers:

Entire project.

Estimate of quantities and cost:

Equipment	$3,500.00
Labor	1,740.00
Material	2,760.00
Total	$8,000.00

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work not provided for in original authorization. Borrow is necessary to complete construction of project. Unable to agree on a justifiable unit price.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$942,275.86
Present estimate of project cost, including $8,000.00 for work under this order	$920,623.91
Expected under-run amount	$21,651.95
Expected under-run per cent	2.30

Space to right of this line is for use of Salem Office

Submitted by: Ray T. Heer, Resident Engineer

Approval Recommended: [signature], Construction Engineer or Bridge Engineer

Approval Recommended: [signature], Division Engineer

Approved: [signature], Deputy or Assistant State Highway Engineer

3-18-71

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

I-5-6(67)309

TO : Mr. R. L. Porter, State Highway Engineer
1489 Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 2, 1971

In reply refer to: 08-35.7

NOTED
F.B. KLABOE

SUBJECT: Oregon Project I-5-6(68)309
Jantzen Beach Section
Right of Way Plan Sheets 1, 2, & 3

Mr. Young's letter of February 16 forwarded copies of revised estimates, project agreement, and plan sheets. Revised Plan Sheet 3 shows the additional Right of Way required for the Denver Avenue Interchange area. This sheet does not indicate the degree of access control to the interchange area. In order that we may approve the plans please provide access control lines on the plan sheet. Access should be excluded to the area involving File 44109, 44125, and 44126 in accordance with my November 24, 1970, letter which is attached.

Enclosure

cc:
OSHD (L.H. Young) w/cy
OSHD (D.H. Moehring) w/cy
OSHD (M.R. Mitchell) w/cy

copy to Hall 3-3-71

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Box 300
Salem OR 97308

Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

November 24, 1970

08-35-DA

Original Signed by
R. E. Simpson
R. E. Simpson, Division Engineer
Salem, Oregon

Oregon Project I-5-6(-)
Interstate Bridge - Pacific Undercrossing Section
Pacific Highway
Proposed Vanport Information Center and Truck Scales

Reference is made to your letters of November 9 and November 12 concerning the proposed information center and truck scale site on the subject section of Interstate 5.

As indicated in my October 26 memorandum, the inclusion of the proposed information center and truck scales within the interchange is not operationally acceptable nor consistent with high order of improvement intended by extinguishing all private access and property within the loop area.

EJValach:mh

RECEIVED
FEB 2[illegible] 1971
[illegible]

OREGON STATE HIGHWAY DIVISION

I-5-6(16)307
7489

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 24, 1971

Hayden Island, Inc.
Highway I-5 & Jantzen Beach
Portland, Oregon 97217

Attention: Mr. L. W. Buell, President

RE: Jantzen Beach Interchange
Frontage Road System

Gentlemen:

Reference is made to our letters of October 8 and October 12, 1970, and your recent letter of February 19, 1971, regarding the frontage road system and connections in the vicinity of Jantzen Beach Interchange on the Pacific Highway, I-5.

We must reiterate that the fifty-foot dedicated right-of-way referred to in the proposed agreement dated October 6, 1970, is an absolute minimum width the State law dictates for assumption by an Oregon county.

If you desire, these can be dedicated for the narrower width of forty-four feet, but not to the county - only as public roads, not under Multnomah County jurisdiction for maintenance. These roads must remain open for use and travel by the public prior to or concurrent with completion of the Jantzen Beach Interchange and the dedication made prior to November 1, 1971.

Thank you for your interest in this matter.

Very truly yours,

R. L. Porter
State Highway Engineer

By H. S. Cox

RECEIVED
FEB 2[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

H. S. Cox
County and City Engineer

DNH:mm

cc: W. B. Klaboe
R. L. Schroeder
R. L. Nordlander, Director,
Multnomah Co. Public Works Dept.

bc: Tom Edwards D. H. Moehring
Frank Hall, att'n: Adrian Olson

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

I-5-6(69)309

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

1449

DATE: February 24, 1971

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(69)309
Jantzen Beach Interchange
State Force Order No. 5
Total Estimated Amount of the Order - $500
Federal Participation - $450

Reference is made to Mr. Young's letter of February 8 concerning the subject order.

The use of State Forces is approved as being in the public interest under provision of PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has the necessary special equipment and trained personnel to perform the work most economically.

Signing to be performed should be in conformity to the requirements of the Manual on Uniform Traffic Control Devices and will thus be eligible for participation under the provisions of paragraph 6 of PPM 21-15.

Federal participation will be based on the actual cost for the signing. The estimated total costs of the work to be done under this order is $500 with Federal participation of $450.

Enclosure
State Force Order #5

3-3-71
REFERRED TO
Morgan w/enc.
for
copy to Young

NOTED
TOM EDWARDS

RECEIVED
MAR 2 ...
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form M.-106 (Rev. 8-70)

STATE COPY

G-15

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

EFFECTIVE DATE 2-1-71

Contingent upon modification of project agreement if additional funds are required

BY H. L. Lacher Jr. Salem

TITLE Contract No. 7489 Dist. Engineer

DATE 2-14-71

Order No.

FEDERAL HIGHWAY ADMINISTRATION

Section Jantzen Beach Interchange Date January 28, 19 71

Highway Pacific F.A.P. No. I-5-6(69)309

County Multnomah Prefix 626-1030 Account No. 274-05

Description of Work To Be Done: Provide temporary signs and traffic control for the installation of temporary traffic counting loops in the south end of the Interstate Bridge.

Location by Station Numbers:

82+89 (Loop Installation Area)

Estimate of Quantities and Costs:

Labor & Equipment ———— $500.00

Explanation: Contractor not equipped to do this type of work. These lane closures especially critical because there are three (3) lanes in each direction plus on- and off-ramps.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$ 942,275.86
Present estimate of project cost, including $ 500.00 for work under this order	$ 911,023.91
Expected under-run ~~over-run~~ (amount)	$ 31,251.95
Expected under-run ~~over-run~~ (per cent)	3.43

Space to right of this line is for use of Salem Office

Submitted by: Roy T. Hess, Resident Engineer

Approval Recommended: J. H. Huntley, Regional Engineer

Approval Recommended: [signature] For Construction Engineer ~~or Bridge Engineer~~

Approved: [signature] Construction Engineer

SP 72830

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
February 17, 1971

To: R. L. Schroeder
Metropolitan Engineer
P O R T L A N D

SUBJECT: Access Revision
Hayden Island Interchange
Interstate 5

During a recent meeting involving traffic handling plans for the East and West Fremont Interchanges, Hal Versteeg of your office requested that we review the matter of access along the northbound exit ramp at the Hayden Island Interchange. The access point in question involved Tomahawk Island Drive.

Attached is a report on this matter from Val Johnson. I infer from the report that he has discussed this with you and with Ed Hart. We have not produced a positive recommendation concerning this matter, primarily because of the facts contained in the last paragraph of Val's letter. I agree that the final decision concerning this problem depends on past negotiations. Our information in this office concerning these negotiations is nonexistent.

If we can develop some plan for you based on your knowledge of historical data at this location, we will be happy to do so.

L. E. George
Operations Engineer

LEG:mk

Attachment

REFERRED TO
Peterson
Date:
For:
Due Date:

FORM E-30 (REV. 10-63)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 11, 1971

To: L. E. George

SUBJECT:
Access Revision
Hayden Island Interchange
Interstate 5

Attached is old correspondence from Metro concerning access to Hayden Island from Interstate 5. They are concerned about the effect of the access on operation of the northbound off and on ramps. Several alternate plans are submitted with a recommendation that Plan IIB be adopted.

It is admitted that the present plan is far from optimum. Eventually, the intersection of the ramp and the access will have to be signalized with three-phase signals. I recall that John Hanks found that this intersection would not be over capacity.

Plan IIB would eliminate the north to east left-turn. This would provide two-phase operation of the eventual signals and would be much better overall. I do not know just where the prohobited left turn would be made. Bob Schroeder and Ed Hardt mentioned a frontage road under the bridge and putting this traffic on it on the west side of I5. I would suggest that it be made at the intersection just to the north of the one under study. In fact it would be desirable to move the entire access to the northerly intersection (see Plan IV).

I believe that a primary point in this matter is what has transpired in negotiations with the Hayden Island Development people and what would prove satisfactory to them. From conversations that I overheard a year or so ago, I would judge that there was a great deal of negotiation on this matter.

Val Johnson
Traffic Control Engineer

VPJ:pb
Attachment

GPO 932475-724

"A" 12° C.L. Δmc. 61°28'27" T 283.92'

"A" LINE

"C" 78.97' Sp. Seg. S 19°04'29" a 30.0

"D" 199.16' Rad. C.P. Δmc. 40°01'17" T 74.34'

"A" 132+59.92 P.O.T. = "A" 132+58.25 P.O.C.

"A" 130+92.82 P.C. (12' Lt.) = "C" 94+60.03 P.I.

"C" 94+01.06 P.C.S. = "D" 88+69.64 P.C. (40' Rt.)

"D" 69+00 P.O.C. = "D" 89+69.00 P.O.T.

"D" 90+11.94 P.T.

"D" 90+57.92 P.S.

"D" 92+57.92 P.S.C.

"D" 92+84.31 P.C.S.

"D" 94+84.31 P.T.

"D" LINE

"C" LINE

"BN" LINE

"BS" LINE

"BN" 83+87 - "BN" 87+00 Const. Conc. Shoulder Barrier (For Details, See Sheet 2D)

"BN" 85+77.50 P.O.T. (18' Lt.) = "C" 85+77.50 P.O.T.

"BN" 88+63.38 P.S.C.

"BN" 92+22.59 P.T.

"BN" 92+52.22 P.C.

"BN" 0°30' C.L. Δ 1°48' T 300.07'

"BN" 0°30' C.R. Δ 1°48' T 300.07'

"C" 200' Sp. S 36°00' a 18.0

"D" 24°54'20" Δmc. 225.58' T 200.03' S.P. a 12.0

Const. Type CL-6 Fence

Const. Type "C" Curb

Const. Type "C" Conc. Island

Const. 6' P.C. Conc. Walk

Const. P.C. Conc. Surfacing

25' Transition Section

Const. Mountable Island (For Details, See Sheet 2B)

Const. Mountable Island (For Details, See Sheet 2B)

Const. P.C.C. Walk

Const. Type F Curb

Painted Traffic Markers (By Others)

Underground Tel. Cable

Tel. M.H. #1291

Tel. M.H. #77

Tel. M.H. #76

Access Control Line

Note: Telephone ... To Be Adju...

S. 17°26' E.

N. 67°19' E.

S. 21°07'30" W.

S. 24°20' W.

S. 22°32' W.

S. 21°20' W.

I-5-6(69)309

approved effective date 2-11-71

Form D-208—3M

RECEIVED
MAR 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

7489

STATE OF OREGON

ject agreement if additional funds are required

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

BY _____

TITLE Dist. Engineer

DATE 2-26-71

FEDERAL HIGHWAY ADMINISTRATION

Project Name Jantzen Beach Interchange — Date February 9, 1971

Highway Pacific — Contract No. 7489

County Multnomah — Prefix 626-1030

Contractor S.D. Spencer & Son — F. A. Project No. I-5-6(69)~~309~~ 309

Address 4614 N.E. 72nd Ave., Vancouver, Washington 98661 — Order No. 6

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Install six (6) floodlights and two (2) yellow flashers for temporary detour signing suspended from Interstate Bridge southbound.

Install one (1) floodlight on cantilevered S-Arrow for northbound traffic.

1. Max. Equip. rental rates allowable as per AGC agreement.
2. Percentage allowed contractor is in accordance with executed contract.

Location by station numbers:

Estimate of quantities and cost:

Material	500.00
Equipment	250.00
Labor	750.00
	$1500.00

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Signs were originally intended to be ground-mounted. This was not possible on Interstate Bridge. Signs were suspended from bridge superstructure and require illumination. This work has not been done.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$942,275.86
Present estimate of project cost, including $1,500.00 for work under this order	$912,623.91
Expected under-run amount	$29,651.95
Expected under-run per cent	3.15

Space to right of this line is for use of Salem Office

Submitted by: Roy T. Heinz — Resident Engineer

Approval Recommended: _____ — Division Engineer

Approval Recommended: _____ — Construction Engineer or Bridge Engineer

Approved: _____ — State Highway Engineer or Assistant State Highway Engineer or Office Engineer

SP*22877-724

RECEIVED
FEB 9 - 1971
FOR FILING

I-5-6(69)309
7489

February 8, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 200
Salem, Oregon 97308

Contract 7489
Prefix 626-1020
FAP I-5-6(69)309

Dear Sir:

Herewith for your consideration and approval are copies of State Force Order No. 5 covering providing temporary signs and traffic control on the Jantzen Beach Interchange Section of the Pacific Highway in Multnomah County.

Temporary signs and traffic control are needed during the installation of temporary traffic counting detector loops at the south end of the Interstate Bridge. The contractor is neither staffed nor equipped to do this work. State forces are more experienced and can do this work more economically and expeditiously.

The estimated total cost of the work to be done under this order is $500 with Federal participation of $450. Reimbursement on an actual cost basis is requested.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on January 27, 1971.

Your approval as of January 27, 1971 is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

By

John A. Bond
Construction Administration Engineer

JK:fw

I 5-6(69)309

Form A-188 (Rev. 8-70)

STATE COPY

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

RECEIVED
FEB 22 1971
OFFICE OF
STATE HIGHWAY ENGINEER

7489

APPROVED EFFECTIVE DATE 2-22-71
Contingent upon modification of project agreement if additional funds are required.
BY [signature]
TITLE Dist. Engineer
DATE 2-17-71
FEDERAL HIGHWAY ADMINISTRATION

Section Jantzen Beach Interchange Date January 28, 19 71

Highway Pacific F.A.P. No. I-5-6(69)309

County Multnomah Prefix 626-1030 Account No. 278-04

Description of Work To Be Done: Permanent striping, temporary and detour striping.

Location by Station Numbers:

Entire project.

Estimate of Quantities and Costs:

Permanent Striping -----	4" Beaded Skip----2.06 mi @ 29.00 =	59.74
	3" Solid Shldr----0.92 mi @ 42.00 =	~~38.64~~ 38.64
	4" Beaded Solid---0.08 mi @ 51.00 =	4.08
	6-Man Crew on Islands:	
	12 hrs. @ 56.00 =	672.00
		~~774.46~~ 775.00
Temporary & Detour Striping----		2,000.00
	Grand Total	2,775.00

Explanation:

Contractor not equipped to do this work. This was an anticipated item.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$942,275.86
Present estimate of project cost, including $2,775.00 for work under this order	$910,623.91
Expected under-run ~~over-run~~ (amount)	$31,651.95
Expected under-run ~~over-run~~ (per cent)	3.46

Space to right of this line is for use of Salem Office: NOTED TOM EDWARDS

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] For: Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: [signature] Regional Engineer

Approved: [signature] Construction Engineer

2-23-71

Salem, Oregon
January 11, 1971

"BN" Lane Drop
Jantzen Beach Interchange
Pacific Highway
Multnomah County

Mr. R. L. Schroeder
Metropolitan Engineer
5821 N. E Glisan Street
Portland, Oregon

ATTENTION: Mr. J. H. Versteeg

We have studied your submittal of January 6 concerning the revision to the northbound off ramp on the subject section. The construction plan was overlayed on your proposal and we can see so little difference that the revision seems hardly necessary. The fourth lane northbound will be a mandatory turn off so the present alignment, as shown on the plans, should pose no problem.

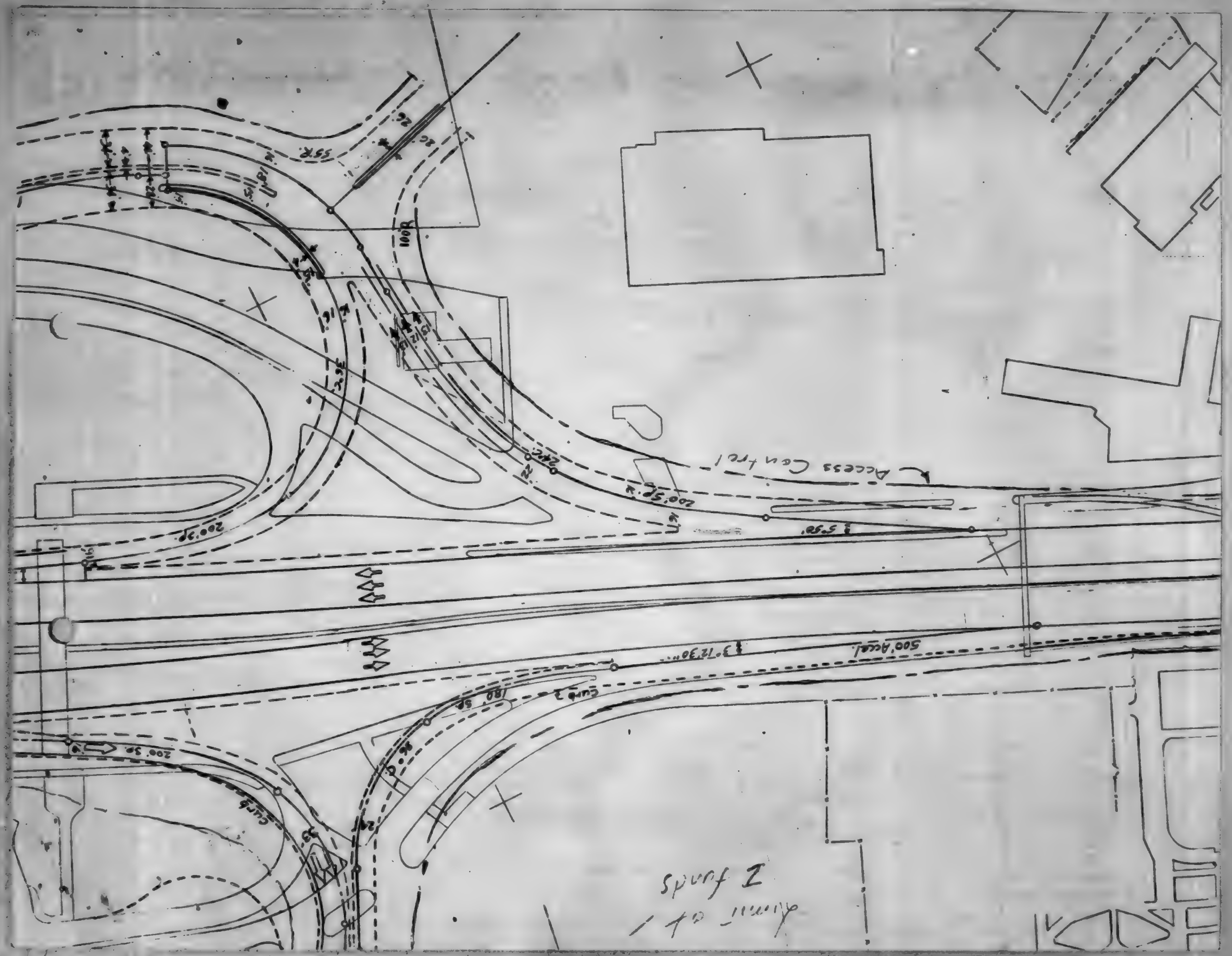
It is recommended the construction plan be used as is.

Frank L. Hall
Design Engineer

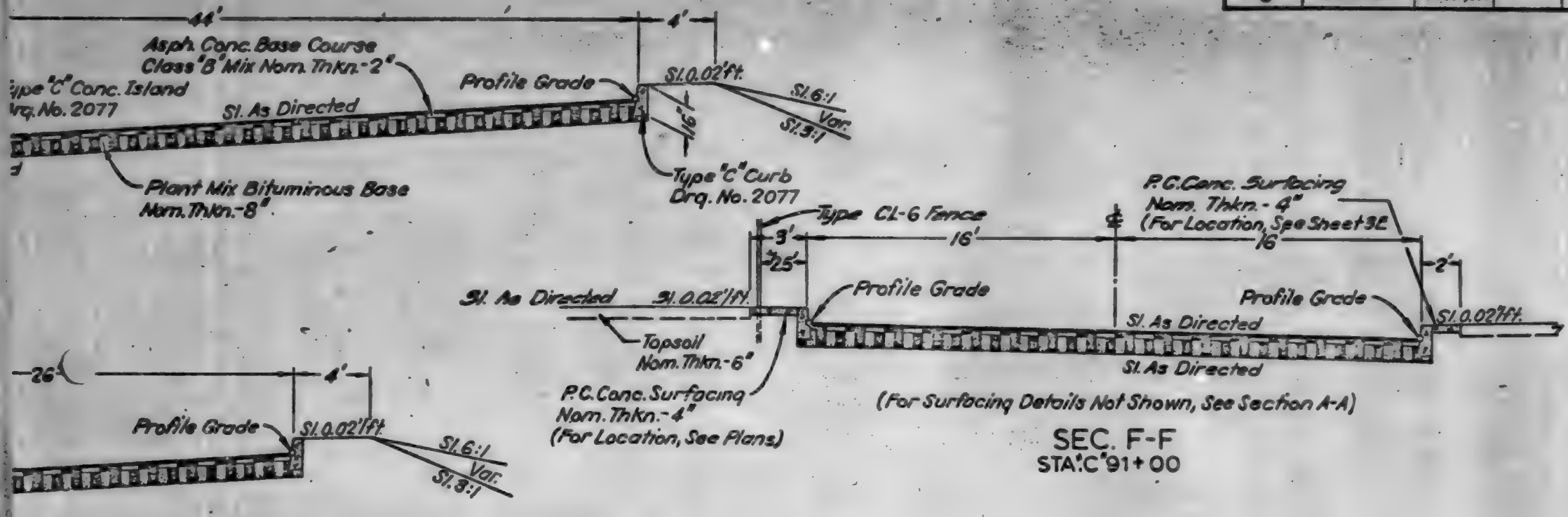
DNS:jp
cc: F. D. Morgan

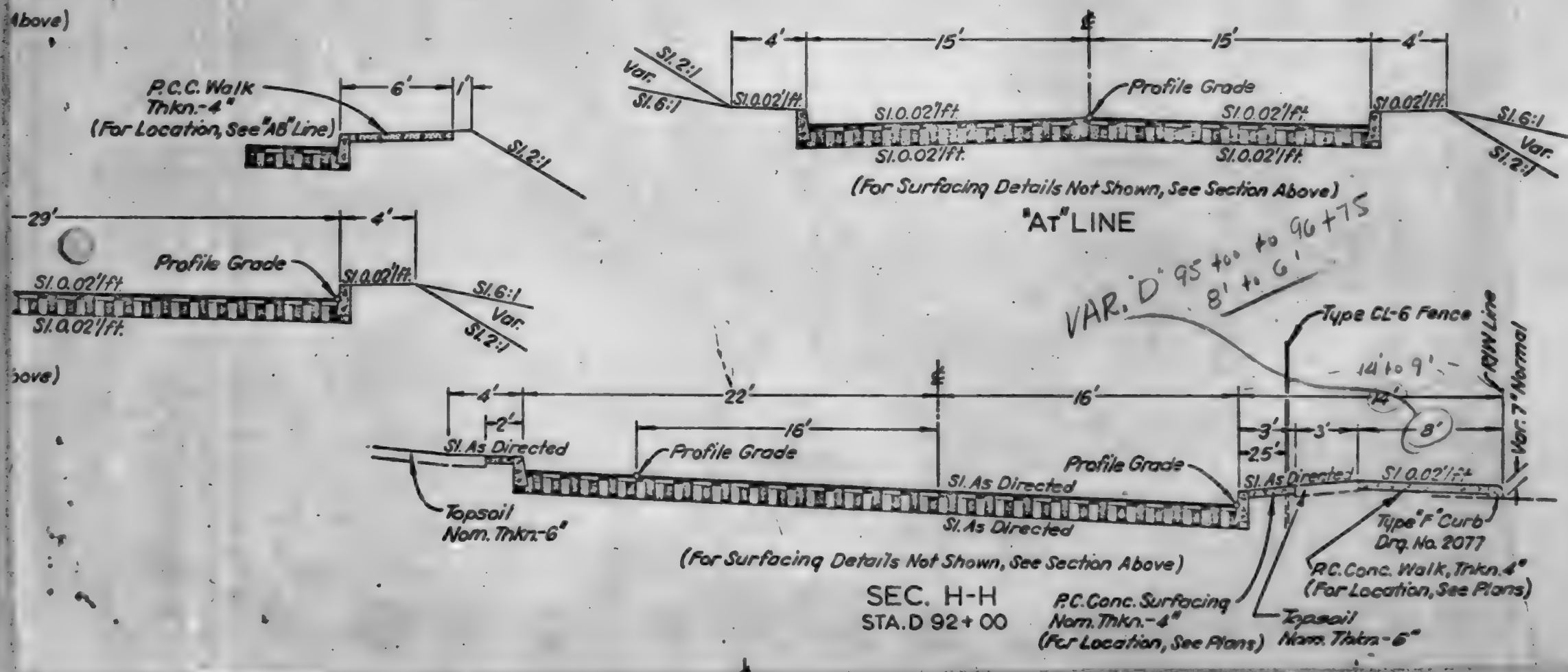
RECEIVED
JAN 13 1971
DESIGN SECTION

Scott
Swenson
R. Olson
Trout
Do Not File
Keep
Return To
Other


55R
100R
Access Control
500' Accel.
200' SP.
Curb 2
Curb
Alum. at
2 yards

PACIFIC HIGHWAY MULTNOMAH COUNTY				2A
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-5-6(69)309		See Index





I-5-6(69)309

Form 2-[illegible]-SM

JAN 28 1971
OFFICE OF
STATE HIGHWAY ENGINEER

1489

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED EFFECTIVE DATE 1-27-71
Contingent upon modification of project agreement if additional funds are required.
BY [signature]
TITLE Dist. Engineer
DATE 1-27-71
FEDERAL HIGHWAY ADMINISTRATION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Jantzen Beach Interchange — Date January 11, 1971

Highway Pacific — Contract No. 7489

County Multnomah — Prefix 626-1030

Contractor S. D. Spencer & Son — F. A. Project No. I-5-6(69)309

Address 4614 N.E. 72nd Ave., Vancouver, Wash. 98661 — Order No. 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Change temporary cantilever sign mounts, shown on Drawing No. 26607, from 26 foot span to 16 foot span. Install 3 additional ground mounted signs in median of Oregon Slough Bridge.

1. Maximum equipment rental rates allowable as per A.G.C. Agreement.
2. Percentage allowed contractor is in accordance with the excuted contract.

This work started January 8, 1971.
Tentative approval obtained from BPR January 8, 1971.

Location by station numbers:

102+53
106+25
111+32

Estimate of quantities and cost:

NOTED
TOM EDWARDS

Labor	$ 1,000.00
Equipment	300.00
Material	600.00
Total	$ 1,900.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Contractor furnished 3 - 26 foot cantilever arms as required under lump sum item, Temporary Protection and Direction of Traffic. Span being shortened to eliminate excessive deflection caused by long arms.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$942,275.86
Present estimate of project cost, including $1,900.00 for work under this order	$908,148.91
Expected under-run / over-run amount UNDERRUN .	$ 34,126.95
Expected under-run / over-run per cent UNDERRUN .	3.62%

Space to right of this line is for use of Salem Office

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] Construction Engineer or Bridge Engineer

Approval Recommended: [signature] Division Engineer

Approved: [signature] Deputy State Highway Engineer, Assistant State Highway Engineer or

2-2-71

Form E-208—6M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

I-5-6(69)309
74/89

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 12-15-70
Contingent upon modification of project agreement if additional funds are required
BY _____
TITLE Dist. Engineer
DATE 1-5-71
FEDERAL HIGHWAY ADMINISTRATION

Project Name Jantzen Beach Interchange
Highway Pacific
County Multnomah
Contractor S. D. Spencer & Son
Address 4614 N.E. 72nd Ave., Vancouver, Wash. 98661

Date 12-15-70
Contract No. 7489
Prefix 626-1030
F. A. Project No. I-5-6(69)309
Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Drill 4 - 15/16" holes in three existing steel angle iron mounts on Slough Bridge to provide for attachment of 10" ø Sch'd 40 Pipe x 10" and plate assembly for cantilever sign mount as detailed on project Drawing No. 26607. This work required to provide holes which plans indicate now exist.

Location by station numbers:

Slough Bridge
230' South of Sta. 100-19
600' " " " "
1107' " " " "

NOTED
TOM EDWARDS

Estimate of quantities and cost:

Labor	$ 100.00
Equipment	40.00
NET INCREASE	$ 140.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work not provided for in construction plans, and cannot be performed under contract bid items. Percentages allowed shall be in accordance with contract executed for this project. Equipment rental rates shall be in accordance with A.G.C.-State agreement.

Work has not started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 942,275.86	
Present estimate of project cost, including $ 140.00 for work under this order	$ 906,253.91	
Expected under-run / over-run amount . Underrun.	$ 36,021.95	
Expected under-run / over-run per cent . Underrun.	3.82	

Space to right of this line for use of Salem Office

Submitted by: _____ Resident Engineer

Approval Recommended: _____ Construction Engineer or Bridge Engineer

Approval Recommended: _____ Division Engineer

Approved: _____ Deputy or Assistant State Highway Engineer or Office Engineer.

SP*22371-134

CC: Glenn
Fitz
Dig. to Morgan
1-8-71

Construction

Form E-208—SM

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

I-5-2(69)309
7489

APPROVED EFFECTIVE DATE 1-11-71
Contingent upon modification of project agreement if additional funds are required
BY [signature]
TITLE Dist. Engineer
DATE 1-5-71
FEDERAL HIGHWAY ADMINISTRATION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Jantzen Beach Interchange — Date January 4, 19 70
Highway Pacific — Contract No. 7489
County Multnomah — Prefix 626-1030
Contractor S. D. Spencer & Son — F. A. Project No. I-5-2(69)309
Address 4614 N. E. 72nd Ave., Vancouver, Wash. 98661 — Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Perform excavation and backfill work necessary to bury garbage sub-excavated from old dump in area of "A" Line, and treat exposed garbage for odor control as required.

Location by station numbers:

"A" 137+00 to "A" 145+00

Estimate of quantities and cost:

NOTED
TOM EDWARDS

Equipment	$ 365.00
Labor	107.00
Odor Control 6 Da. @ $ 120.00 ...	720.00
NET INCREASE	$1,192.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work not provided for in construction plans, and cannot be performed under contract bid items. Percentages allowed shall be in accordance with contract executed for this project. Equipment rental rates shall be in accordance with A.G.C.-State agreement.

This work has not started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 942,275.86
Present estimate of project cost, including $1,192.00 for work under this order	$ 906,113.91
Expected under-run / over-run amount Underrun	$ 36,161.95
Expected under-run / over-run per cent Underrun	3.84

Space to right of this line is for use of Salem Office

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] Construction Engineer or Bridge Engineer

Approval Recommended: [signature] Division Engineer

Approved: [signature] Deputy State Highway Engineer, Assistant State Highway Engineer-Construction or Bridge Engineer.

SP*23577-731

cc: Glen Fitz
orig. to Morgan 1-8-71
Construction

RECEIVED
DEC 17 1970
UTILITY UNIT
FOR FILING

OREGON STATE HIGHWAY DIVISION

I-5-6(69)309
7489

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

December 10, 1970

Hayden Island, Inc.
Highway 5 at Jantzen Beach
Portland, Oregon 97217

Re: Water Facility Adjustment
Jantzen Beach Interchange Section
Pacific Highway
Multnomah County

ATTENTION: Mr. L. W. Buell, President

NOTED
A. E. JOHNSON

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of October 29, 1970, have been approved by the State and the Federal Highway Administration. You are hereby authorized to proceed with the work as of December 10, 1970.

Please contact Mr. E. L. Scrivner, Resident Engineer, 5821 NE Glisan, Portland, Oregon 97213, telephone 229-6906, at least three days prior to beginning work.

Reimbursement for the work performed on and subsequent to December 10, 1970, in the amount of $4,974.92, will be made in accordance with Paragraph 7g(3) of PM 30-4 upon receipt of your statement of charges.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

RECEIVED
DEC 10 1970
OFFICE OF
STATE HIGHWAY ENGINEER

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utilities Engineer

JMC:dl
cc: A. E. Johnson
R. E. Simpson
V. L. Gallagher ~~(w/attach) (2)~~
V. E. Skoog
R. L. Schroeder (w/attach) (2)
E. L. Scrivner "
J. W. Sheldrake "
Jack Hesla "

*Note to R. L. Schroeder: Please have a State Force Order prepared and submitted for this work. Project No. I-5-6(69)309, Prefix No. 626-1030. Return one copy of Est. and sketch with SFO.

FORM PR-1240
(Rev. 6-68)

RECEIVED
DEC 15 1970

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-5-6(69)309

STATE PROJECT NO.
JANTZEN BEACH INTERCHANGE

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
1-621

COUNTY NAME
MULTNOMAH

PROGRAM STAGE (Check)
[ ] 1 [X] 2

TO: I-5-6(69)309 12-8-70
7489

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

Yours 12-14-70

RECEIVED
DEC 10 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	DECEMBER 8, 1970	INTERSTATE ROUTE #5
		STATE ROUTE NUMBER: STATE ROUTE 1X

LIMITS OF AUTHORITY

YOU ARE AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR HAYDEN ISLAND INCORPORATED WATER LINES AND FIRE HYDRANTS EFFECTIVE TODAY. REIMBURSEMENT ON AN AGREED LUMP SUM BASIS OF $4,974.92 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) UTILITY ADJUSTMENT
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED FEBRUARY 14, 1969 AND PPM 30-4.1 DATED OCTOBER 1, 1969.

WE APPROVE THE AGREEMENT WITH THE HAYDEN ISLAND INCORPORATED CONSISTING OF YOUR AUGUST 18, 1970 UTILITIES AND RAILROAD ATTORNEY'S LETTER, THE AUGUST 29, 1970 HAYDEN ISLAND INCORPORATED'S LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. LITCHFIELD'S NOVEMBER 13 AND DECEMBER 3, 1970 LETTERS.

RECEIPT OF MR. JACK CARTWRIGHT'S NOVEMBER 12, 1970 AFFIDAVIT OF THE HAYDEN ISLAND INCORPORATED PROPERTY RIGHTS IS ACKNOWLEDGED. THE PERMIT COVERING THIS ADJUSTMENT WILL BE PREPARED AND SUBMITTED FOR APPROVAL AT A LATER DATE.

NOTED
F. B. KLOSE

NOTED
TOM EDWARDS

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-8-70		For DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
DEC 18 1970
FOR FILING

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

I-5-4(69)309
7489

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: December 8, 1970

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(69)309
Jantzen Beach Interchange Section
State Force Order No. 2
Total Estimated Amount of the Order - $1,000
Federal Participation - $926

Reference is made to your letter dated December 3 concerning subject order.

The use of State Forces is approved as being in the public interest in accordance with PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work.

Reimbursement is to be made on an actual cost basis. A signed copy of the order is returned.

Enclosure
SFO #2

12-9-70 Orig to Morgan

NOTED
A. E. JOHNSON

NOTED
TOM EDWARDS

RECEIVED
DEC 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-[illegible]

STATE COPY

G-[illegible]

OREGON STATE HIGHWAY DEPARTMENT

APPROVED EFFECTIVE DATE 12-8-70
Contingent upon modification of project agreement if additional funds are required.
BY [signature]
TITLE Dist. Engineer
DATE 12-8-70
FEDERAL HIGHWAY ADMINISTRATION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 2

Project Name Jantzen Beach Interchange Date November 25, 1970

Highway Pacific Contract No. 7489 F. A. Project No. I-5-6(69)309

County Multnomah Prefix 626-1030 Account No. 279-02

Description of Work To Be Done: Move traffic recorder equipment from the toll house near the Interstate Bridge to a temporary location on the structure. After road work is completed, move recorders back to toll house. This work includes providing a power source on the bridge for detectors.

Location by Station Numbers:

"BS" & "BN"	83 + 10
"BS" & "BN"	87 + 00

Estimate of Quantities and Costs:

Labor	$ 600
Equipment	300
Material	100
Total Estimated Cost	$1000

Explanation: Traffic recorders must be moved to a temporary location to accomodate construction work. This is an anticipated item provided for in project authorization. FHWA approval was received on 11-20-70 based on specialized work which the contractor is not able to perform. This work has not started.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 942,275.86
Present estimate of project cost, including $1,000.00 for work under this order	$ 904,916.91
Expected under-run over-run (amount) Underrun	$ 37,358.95
Expected under-run over-run (per cent) Underrun	3.96

Space to right of this line is for use of Salem Office

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] Construction Engineer or Bridge Engineer

Approval Recommended: [signature] acting Division Engineer

Approved: [signature] Deputy State Highway Engineer, Assistant State Highway Engineer or Construction Engineer.

~~This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.~~

State Printing

12-2-70

FORM PR-1240 (Rev. 6-68)

RECEIVED DEC 8 - 1970

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-5-6(63)309

STATE PROJECT NO.: JANTZEN BEACH SECTION

FROM: I-5-6(69)309 12-2-70
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: I-535

COUNTY NAME: MULTNOMAH

PROGRAM STAGE (Check): [ ] 1 [X] 2

TO: 7487

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

12-8-70

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	NOVEMBER 25, 1970	INTERSTATE ROUTE 5
		STATE ROUTE NUMBER: STATE ROUTE 1X

LIMITS OF AUTHORITY

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF RIGHT OF WAY ACQUISITION FOR THE BALANCE OF THE RIGHT OF WAY ON THE SUBJECT PROJECT.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) RELOCATION PAYMENTS, BUILDING DEMOLITION
- [X] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

THE STATE'S PHASE II RELOCATION PLAN IS APPROVED.

NO INDIVIDUAL OR FAMILY (TENANT OR OWNER) SHALL BE REQUIRED TO MOVE UNTIL THEY HAVE EITHER OBTAINED THE RIGHT OF POSSESSION OF ADEQUATE REPLACEMENT HOUSING OR HAVE BEEN OFFERED, BY THE STATE, ADEQUATE REPLACEMENT HOUSING AVAILABLE FOR IMMEDIATE OCCUPANCY.

ALL CLEARANCE OF RIGHT OF WAY SHALL BE ACCOMPLISHED IN ACCORDANCE WITH THE APPROVED PROPERTY DEMOLITION PLAN.

NOTED
TOM EDWARDS

RECEIVED DEC 4 1970 OFFICE OF STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-2-70		R. E. SIMPSON, DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

I 5-6(69)309

Form 1-C08—6M

STATE COPY G-1

OREGON STATE HIGHWAY DEPARTMENT

DEC 3 1970
OFFICE OF
STATE HIGHWAY ENGINEER

7489

APPROVED EFFECTIVE DATE 11-20-70
Contingent upon modification of project agreement if additional funds are required.
BY [signature] Dist. Engineer
TITLE
DATE 12-8-70

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

FEDERAL HIGHWAY ADMINISTRATION

Project Name Jantzen Beach Interchange
Highway Pacific
County Multnomah
Contractor S. D. Spencer & Son
Address 4614 N. E. 72nd Ave., Vancouver, Wash. 98661

Contract No. 7489
Prefix 626-1030
F. A. Project No. I-5-6(69)309
Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Install temporary traffic loop detectors in deck of Interstate Bridge and connect to traffic detector equipment. After stage construction work is completed, reinstall detectors in permanent location in roadway off of bridge.

Percentages allowed shall be in accordance with contract executed for this project. Equipment rental rates shall be in accordance with A.G.C.-State agreement.

Location by station numbers:

"BS" & "BN"	83 + 10
"BS" & "BN"	86 + 00

Estimate of quantities and cost:

Labor	$ 1,400.00
Equipment	500.00
Material	100.00
Total	$ 2,000.00

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
The existing 8 permanent loop detectors for traffic volume recording at the Interstate Bridge will be removed during construction. In order to maintain these counts, the loops will be temporarily located on the structure. After work is completed, they will be reinstalled off the bridge. This is an anticipated item provided for in project authorization. FHWA approval received 11-20-70. Work has not started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 942,275.86
Present estimate of project cost, including $2,000.00 for work under this order	$ 904,916.91
Expected under-run / over-run amount Underrun	$ 37,358.95
Expected under-run / over-run per cent Underrun	3.96

Space to right of this line is for use of Salem Office

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] Division Engineer

Approval Recommended: [signature] Construction Engineer or Bridge Engineer

Approved: [signature] Deputy State Highway Engineer, Assistant C... Engineer or

12-9-70

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

NOV 24 1970

Memorandum

I-5-6(69)309
3484

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 19, 1970

In reply refer to: 08-35-EC

NOTED
A. E. JOHNSON

SUBJECT: Oregon Project I-5-6(69)309
Jantzen Beach Interchange
Adjustment in Hayden Island Water Facilities

Reference is made to Mr. Litchfield's November 13 letter on above subject.

We have examined the sketch maps showing the adjustments proposed and the estimate of costs prepared by Hayden Island, Inc., as transmitted with the above mentioned letter and find them to be satisfactory. Mr. Jack M. Cartwright's November 12 affidavit of Hayden Island, Inc.'s property rights is acknowledged.

We are prepared to grant authorization to proceed with the actual adjustment upon receipt of a satisfactory agreement.

11-23-70
Orig to Morgan

NOTED
TOM EDWARDS

RECEIVED
NOV 30 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

NOV 18 1970
FOR FILES

I-5-6(69)309
7489

November 17, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97301

Project No. I-5-6(63)309
Juntura Beach Section
Right of Way

Dear Sir:

Your letter of November 4, 1970 requested that additional information be furnished before authorization could be given to proceed with the acquisition of right of way as requested in our letter of October 16, 1970.

1. Demolition work on this project will be accomplished in accordance with our approved demolition plan.

2. The only reference we can find requesting an easement on File 44468 is in Mr. M. E. Malick's liaison report of June 19, 1970, which sets forth the estimated cost of the property as a fee taking in both cases, with a reduction in the estimated cost if one leg of the heat crane within the taking were allowed to remain under an easement. If allowed to remain this portion of the crane would encroach under the structure and at present there is some possibility of its conflicting with the structure piers. Our policy has been to acquire the necessary right of way in these instances as fee takings in order to have complete control of the right of way and we propose to follow that policy in this case.

3. The attached copy of Mr. Cohen's memo of November 16, 1970 states that Mr. Bubb's letter of September 18, 1969 provided assurance that under the terms of ORS 366.324 the State would be able to comply with all facets of the 1968 Federal Aid Highway Act relocation provisions.

We trust the above information will now permit you to authorize the actual acquisition of the right of way as requested in our letter of October 16, 1970.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

CL:bb

cc: J. R. Cahoe
R. H. Chase
H. Mitchell

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

RECEIVED NOV 10 1970 FOR FILING

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: November 4, 1970

In reply refer to: 08-35.7

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(63)309
Jantzen Beach Section

Mr. Young's October 16 letter requested authorization to proceed with all phases of right of way acquisition for the balance of the right of way programed on the above-mentioned project. Please supply the following information:

1. Written assurance is needed that the State will follow their approved right of way demolition plan.

2. The submitted right of way map indicates a fee taking at Station 111 (File 44468). It is our understanding that at one time it was considered feasible to acquire an easement at considerable right of way savings. Please provide information concerning the necessity for a fee taking.

3. Mr. Swanson's Circular Memorandum of January 2, 1970, indicates Federal funds will be eligible for participation in the cost of acquiring mobile homes irrespective of whether they are considered realty or personalty under State law when the structural condition of the mobile home is such that it cannot be moved without substantial damage or unreasonable cost or the mobile home is not considered to be decent, safe, and sanitary. In those instances where a mobile home is not considered to be decent, safe, and sanitary will the State be able to follow the procedures outlined in Mr. Swanson's Circular Memorandum?

NOTED F. B. KLABOE

Please provide the above information at your earliest convenience.

cc:
OSHD (L H Young)
OSHD (J R Oakes)
Mathias (2 cys)

11-9-70 NOTED TOM EDWARDS

REFERRED TO ... Young ... St. Hwy. Engr.

RECEIVED NOV 5 1970 OFFICE OF STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 2 - 1970
FOR FILE

I-5-6(62)307
7489

October 30, 1970

E. D. Spencer & Son
4614 N. E. 72nd Avenue
Vancouver, Washington 98661

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7489 for work on the Jantzen Beach Interchange Section of the Pacific Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Enclosure

cc St. Paul Fire & Marine Ins. Co.
Portland Branch Office
1500 N. E. Irving Street
Portland, Oregon 97232

Victor S. Risley Company
804 Board of Trade Building
Portland, Oregon 97204

bc F. D. Morgan
I. D. Merchant
L. W. Rulien
E. L. Scrivner

RECEIVED
OCT 23 1970
FOR FILING

I-5-6(67)309
7489

October 22, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of October 21, 1970, is requested in the award of contract for the Jantzen Beach Interchange Section, Project No. I-5-6(67)309.

The contractor receiving the award is S. D. Spencer & Son, in the amount of $782,399.00 with Contract No. 7489 assigned. This bid was received on October 1, 1970, and awarded October 21, 1970.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 11-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Federal Highway Administration's
Endorsement

Date_____
I concur in the award.

R. E. Simpson
Division Engineer

DAR:bb

RECEIVED
OCT 21 1970
FOR FILING

I-5-6(62)309
7489

October 21, 1970

S. S. Spencer & Son
4614 N. E. 72nd Avenue
Vancouver, Washington 98661

Gentlemen:

The State Highway Commission on October 6, 1970, accepted your proposal for work on the Jantzen Beach Interchange section of the Pacific Highway in Multnomah County for the sum of $754,377 and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions have been satisfied.

These conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7489.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar working event on this contract will begin November 2, 1970.

Very truly yours,

Floyd Emery, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Washington
Daily Journal of Commerce, Seattle, Wn., & Portland, Oregon

F. D. Morgan
I. D. Merchant
L. W. Rulien
E. L. Scrivner
William Geibel (SAIF)

OCT 19 1970
FOR FILING

I-5-6(62)309
7489

October 16, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97301

Project No. I-5-6(53)309
Santiam Branch Section
(Right of Way)

Dear Sir:

We hereby request your authorization to proceed with all phases of right-of-way acquisition for the balance of the right of way as programmed on the subject project and as outlined in red on the enclosed copies of right-of-way map Nos. 53-6-1 and 70-17-6.

Attached is a copy of the valuation study report of March 6, 1970 and supplement of September 8, 1970 and your approval of the reports is requested. Mr. Gahse's memo of October 14, 1970 states that valuations will be handled from the Metropolitan office on Oliver Street.

Your letter of August 31, 1970 approved the design of the balance of the project.

Very truly yours,

R. L. Parker
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

CL:hb
Attach.

cc: J. R. Gahse
R. H. Chase
M. Mitchell

RECEIVED
OCT 8 - 1970
FOR FILING

10-7-70

I-5-6(69)3C9

7489.

Addendum to Page 2

SECTION: JANTZEN BEACH INTERCHANGE

HIGHWAY: Pacific (FAR 26)

COUNTY. Multnomah

"~~STRUCTURES~~"

Traffic Coefficient	A.C. Wearing Surface	P.M.B.B.	3/4"-0 Aggregate Base	Aggregate Base	"CBE" Total Requirement	Actual Thickness
			Frontage Road (North of the A-B Line)			
6 - 7	2.0"	6.0"			15.0"	8.0"
			Alternate Design			
6 - 7	3.0"		2.0"	7.0"	15.0"	12.0"

Remarks:

This addendum to the Project Base Design has been made to add this frontage road to the design of the subject section.

The thickness specified requires a sand subgrade or better.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	=	2.0 "	Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.8 "	Crushed Base
1.0"	Cement Treated Base	=	1.8 "	Crushed Base
1.0"	Oil Mat	=	1.1 "	Crushed Base
1.0"	Stone Subbase	=	0.8 "	Crushed Base
1.0"	Lime Treated Subgrade	=	--- "	Crushed Base

Above factors apply to materials that comply with Standard Specifications, Supplemental Standard Specifications, and Special Provisions.

NOTED
A. E. JOHNSON

RECEIVED
OCT 1 1970
FOR FILING

10-5-70

FORM FR-1240
(REV. 3-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.	I-5-6(69)309
STATE PROJECT NO.	JANTZEN BEACH INTERCHANGE
COUNTY NAME	MULTNOMAH
PROGRAM STAGE (Check)	[ ] 1 [XX] 2

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
I-621

TO:
I-5-6(69)309
7487

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

Your wires.
10-7-70

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
AUGUST 12, 1970	SEPTEMBER 16, 1970	INTERSTATE ROUTE 5 / STATE PRIMARY ROUTE 1

LIMITS OF AUTHORITY

RECEIVED
OCT 6 1970
OFFICE OF
STATE HIGHWAY ENGINEER

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [ ] OTHER (Specify)
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [X] CONSTRUCTION - READVERTISE ~~ADVERTISE~~ FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

ORIGINAL PS&E DOCUMENTS FOR THE SUBJECT PROJECT WERE RECEIVED AND APPROVED ON AUGUST 12, 1970. ALL BIDS REVIEWED ON SEPTEMBER 3, 1970 WERE REJECTED AS BEING EXCESSIVE. REVISED PS&E DOCUMENTS HAVE BEEN REVIEWED AND ARE HEREBY APPROVED.

IT IS NOTED THAT AN ITEM FOR FINANCING TEMPORARY TRAFFIC COUNTERS AND RECORDERS IS LISTED AS BEING RETAINED IN PROGRAM STATUS FOR THIS PROJECT. IT IS OUR UNDERSTANDING THAT THE REQUIRED WORK IS IN CONNECTION WITH THE TRAFFIC RECORDER LOCATED AT THE SOUTH END OF THE INTERSTATE BRIDGE AND IS ACTUALLY ONLY THE REPLACEMENT OF THE DETECTION LOOPS. IN THIS CONNECTION IT IS RECOMMENDED THAT REPLACEMENT DETECTION LOOPS BE PLACED ON THE BRIDGE DECK ITSELF. CONTINUITY OF VOLUME DATA WOULD BE MAINTAINED WITH ONE PERMANENT INSTALLATION BY THIS METHOD RATHER THAN THE INDIVIDUAL MULTI-REPLACEMENT PROCEDURE APPARENTLY CONTEMPLATED IN THE ESTIMATE.

A SIGNED COPY OF THE REVISED TITLE SHEET IS RETURNED HEREWITH.

NOTED
TOM EDWARDS

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-5-70		DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
OCT 2 - 1970

9-29-70

FOR FILING

FORM PR-1240 (REV. 3-67)

I-5-6(67)309
.17489

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
1-5-6(69)309

STATE PROJECT NO.
JANTZEN BEACH INTERCHANGE

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

COUNTY NAME
MULTNOMAH

ITEM NO.
1-621

PROGRAM STAGE (Check)
[ ] 1 [XX] 2

TO:

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

NOTED
F. B. KLABSE

10-2-70

RECEIVED
OCT 1 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
AUGUST 12, 1970	SEPTEMBER 29, 1970	INTERSTATE ROUTE 5
		STATE ROUTE NUMBER: STATE PRIMARY ROUTE #1

LIMITS OF AUTHORITY

YOU ARE AUTHORIZED TO PROCEED WITH THE ADJUSTMENTS FOR THE NORTHWEST NATURAL GAS COMPANY'S GAS MAINS EFFECTIVE SEPTEMBER 29, 1970 AS REQUESTED IN MR. LITCHFIELD'S SEPTEMBER 16, 1970 LETTER. REIMBURSEMENT ON AN ACTUAL COST BASIS ESTIMATED TO BE $8,378.99 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) UTILITY ADJUSTMENTS
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

ALTHOUGH WE HEREBY APPROVE THE GAS COMPANY'S REQUEST TO ALLOW THEIR EXISTING FACILITIES TO REMAIN IN PLACE TEMPORARILY, ALL ADJUSTMENTS OF THEIR FACILITIES COVERED BY THIS AUTHORIZATION MUST BE ACCOMPLISHED PRIOR TO OUR FINAL ACCEPTANCE OF THIS PROJECT.

APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED FEBRUARY 14, 1969 AND PPM 30-4.1 DATED OCTOBER 1, 1969.

WE APPROVE THE AGREEMENT WITH THE NORTHWEST NATURAL GAS COMPANY CONSISTING OF YOUR AUGUST 18, 1970 RAILROAD AND UTILITIES ENGINEER'S LETTER, THE AUGUST 26, 1970 NORTHWEST NATURAL GAS COMPANY'S LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. LITCHFIELD'S SEPTEMBER 16, 1970 LETTER.

THE NORTHWEST NATURAL GAS COMPANY'S PROPERTY RIGHTS AS INDICATED ON YOUR PERMIT NUMBER X-13410 IS ACKNOWLEDGED. REVISED PERMIT COVERING THIS ADJUSTMENT WILL BE PREPARED AND SUBMITTED FOR APPROVAL AT A LATER DATE.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-29-70	NOTED TOM EDWARDS	For DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
SEP 21 1970

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

I-5-6(69)309

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

7489

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: September 16, 1970

In reply refer to: 08-35-EC

SUBJECT: Oregon Project I-5-6(69)309
Jantzen Beach Interchange Section

We concur in the rejection of all bids received on September 3 for this project.

A two-week advertising period is approved for this project, based on the reasons set forth in Mr. Ellison's September 15 letter. In addition, early letting of this project will contribute toward the desirable goal of scheduling construction during the off-peak season to the extent possible.

orig to
copies to:

NOTED
R. L. PORTER

Johnson
Queary
Hall
Skoog
Morgan

NOTED
TOM EDWARDS
9-21-70

RECEIVED
SEP 17 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LOYD QUERY

NOTED
C. W. HEAD

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

SEP 17 1970

FOR ACTION

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

I-5-6(69)309
1489

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: September 15, 1970

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(69)309
Jantzen Beach Interchange Section
September 3, 1970 Bid Opening

The information contained in Mr. Young's September 9 letter requesting concurrence in the award of a contract on the subject project has been reviewed by this office and our Regional office.

The supporting information regarding the bid analysis overlooked the $56,100 difference between the low bid and the engineer's estimate on roadway illumination. If this item were adjusted as others in the analysis, the bid would still be 18% over the engineer's estimate.

The supporting data furnished is therefore not considered to be adequate to justify our concurrence in the award of a contract. Further, we believe several reasons exist for considering readvertising the project:

1. Winter Construction - This should generate more interest. Readvertising may increase the number of bidders and possibly result in a lower bid.

2. Bituminous Construction - Letting the project at a later date with the same time period will allow the contractor more time during the normally favorable weather period to do the bituminous construction.

3. Handling of Traffic - If the project were readvertised, some changes could possibly be made in the plans at the south end of the project to reduce a difficult traffic handling problem.

9-17-70
REFERRED TO.
Young - Hall -
BY ASST. STATE HWY. ENGR.
Johnson Query

RECEIVED
SEP 15 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LOYD QUERY

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 15 1970

FOR FILE

I-5-61(69)309
1-74189

September 15, 1970

E. F. Jacobsen & Co., Inc.
2611 S.E. Fourth Avenue
Portland, Oregon 97202

Gentlemen:

On September 11 we wrote to you that the Commission had accepted your bid on the Jantzen Beach Interchange Section of the Pacific Highway subject to approval by the Federal Highway Administration.

We are now advised that the Federal Highway Administration has not approved the project as it was bid on September 3. The project is being readvertised for bids to be received October 1, 1970.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

mm

bc: F. D. Morgan
I. D. Merchant
R. L. Schroeder
E. L. Scrivner
William Geibel (SAIF)

RECEIVED
SEP 16 1970

I-5-4(69)309
7489

September 15, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage St., N.E.
Salem, Oregon 97301

Jantzen Beach Interchge. Section
Oregon Project No. I-5-4(69)309

Dear Sir:

In conformance with the recommendations listed in your memorandum of September 15, 1970, we are rejecting the above-listed project. We hereby request your concurrence in rejecting the bids received on this project at our September 3, 1970, bid opening.

We are now requesting approval of a two-week advertising period starting September 10, 1970, for bids to be received at our earliest scheduled bid opening on October 1, 1970, for the following reasons:

1. This project was advertised for a full three weeks prior to receiving bids on September 3, 1970. Eleven bidding plans were taken out at that time and very little change has been made on this project since; therefore, the contractors are familiar with the plans and specifications.

2. The project is designed and ready for advertising and financing is available at this time.

3. Early advertising of the project will allow the majority of the work to be completed prior to the heavy traffic during the tourist season.

The P.S. & E. documents that were submitted previously are substantially correct with the exception of very minor changes and these changes will be submitted within two or three days. A revised estimate will be sent reflecting our latest estimate of costs.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

cc: F. B. Kibbee
F. L. Hall
C. C. Swanson
R. N. Chase

Encl.
DAR:dg

RECEIVED
SEP 9 - 1970
FOR FILE

I-5-6(67)309
7482

September 9, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Tentative concurrence is requested in the award of contract for the Jantzen Beach Interchange Section, Project No. I-5-6(67)309 for which bids were received on September 3, 1970 to K. F. Jacobsen & Co., Inc., in the amount of $847,049.63.

We received three bids on this project. The low bid from Schroder Construction Co., Inc., was found to contain a gross error which made his third bidder at $930,895.90. With this bid correction, K. F. Jacobsen & Co., Inc., became low bidder at $847,049.63 which is $132,613.13 or 18.5% above our Engineer's estimate of $714,436.50.

We considered the following actions necessary if we were to reject this project. In going over our Engineer's estimate we found that it would be necessary to raise several of the bid prices if we were to readvertise, as the estimated prices that we had in our Engineer's estimate were averages of bid prices received in 1969 and such changes would be necessary to reflect the present costs as received on other recent bids. The changes are as follows:

		Original		Revised	
A.	Temporary Protection and Direction of Traffic		$ 42,000		$ 37,000
B.	General Excavation	1.50	28,950	2.25	43,425
C.	Trench Excavation	5.00	13,600	6.00	16,320
D.	Furnishing and Placing Topsoil	3.00	18,900	4.00	25,200
E.	Bituminous Base Mixture	6.00	120,000	6.50	130,000
F.	Class "D" Asphalt Concrete Mixture	6.00	76,800	6.50	83,200
G.	Concrete Manholes	300.00	2,800	300.00	4,000

The above

The above listed items were estimated too low as recent bids indicate, and revising and incorporating them in our estimate, the total would be $770,532 thus making the low bidder $76,518 or 9.9% above our revised Engineer's estimate.

This project consists of light earthwork and does not lend itself to economical construction methods; this is one reason the bids are higher than the statewide average. Another reason is the extremely large traffic volume ADT 67,000.

We feel there is a need to award the contract at this time because it can be finished prior to the heavy summer tourist season; our present estimate of completion time is July 12, 1971. Another is the work lends itself to winter construction in that the fill material is of sandy loam and light earthwork work. It is our opinion that it is in the public interest to award the contract as we feel we will not receive more favorable bids and further award at this time would, due to the fact the contractor is able to utilize the winter season for work, help implement Mr. Bartelsmeyer's August 19, 1970 memo requesting the states use as possible means to reduce "The Seasonal Variation in Construction Activity and Employment" throughout the country.

This project was advertised for the full three weeks, and we could only interest three bidders. We are unable to revise the project to make it more attractive to the contractors or more economical to construct; therefore, we believe it is in the public interest to award the contract to the low bidder at this time rather than delay this needed work and expend more public funds when we believe we would not receive a lower bid if we were to readvertise the project.

We are submitting two copies of the bid tabulations for your review and if further information is needed please advise.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

DAR:ia

cc: V. B. Kinboe
F. L. Hall
C. G. Swanson
R. H. Chase

RECEIVED
SEP 1 1970

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

I-5-6(69)309
7489

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 28, 1970

In reply refer to: 08-35-EC

SUBJECT: Oregon Project I-5-6(69)309
Jantzen Beach Interchange
Multnomah County Throughway Agreement

Your August 18 throughway agreement with Multnomah County has been reviewed and the traffic control measures are considered satisfactory for compliance with our IM 21-10-60. However, we do not find any mention of the recently approved additional access to the north, west of the interstate bridge and to the connecting county frontage roads required to insure proper operation of that access.

We believe a supplemental agreement covering these points is needed.

REFERRED TO
Cot - Young - Hall
By Asst. State Hwy. Engr.
copies sent 9-2-70

NOTED
TOM EDWARDS

RECEIVED
SEP 1 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 2 - 1970
FOR FILING

I-5-6(69)309
7489

August 24, 1970

4 V
8-18-70

Board of County Commissioners
Multnomah County
Courthouse
Portland, Oregon

Attention: Dorothy Decker
Clerk of Board

MISC. CONTRACTS and
AGREEMENTS No. 4047

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning construction of the Jantzen Beach Interchange Section of the Pacific Highway.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
c (conf. agreement att.)

Jantzen Beach

August 19, 1970

Mr. Charles L. Welchko
Air Traffic Control Specialist
Seattle Air Traffic Branch
FAA Building, Boeing Field
Seattle, Washington 98108

Dear Mr. Welchko:

Herewith as requested, a completed copy of FAA Form 7460-1 to replace the previously submitted FAA Form 117.

Very truly yours,

R. L. PORTER
State Highway Engineer

By

D. J. BARBEE
Design Engineer

DJB:jg
Enclosure

Routing

Barbee
Hall
A. Olsen
Sample
Terpin
Swenson

RECEIVED
AUG 19 1970
DESIGN
DIVISION

Trout
Wills
Hecklemen
Scott
R. Olsen
Carstensen

B

FAA Form 2800-2 (7-65) 0052-641-5000 (1360)

REMINDER MEMO

→ AVOID ERRORS — PUT IT IN WRITING ←

DATE: 8-14-70

WORK ORDER:

ROUTING SYMBOL:

TO: Mr. D. J. Barbee

SUBJECT: FAA Form 117 dated 8-7-70

Enclosed is FAA Form 7460-1 which supersedes FAA Form 117.

Please transfer the information from the enclosed copy of FAA Form 117 to the new Form and return to me for further processing.

Thank you.

Charles Welchko

Routing

1 Barbee
2 Hall
A. Olson
Semple
Terpin
Swenson

RECEIVED
AUG 17 1970
DESIGN DIVISION

Trout
Wills
Hecklemen
Scott
R. Olson
Carstensen

SIGNATURE

ROUTING SYMBOL

THIS IS YOUR WORKSHEET

Form Approved. Budget Bureau No. 04-R0001.

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION

NOTICE TO PREPARER OF FORM

1. Retain this Work Sheet as your copy.
2. Complete and return the remaining four copies.
3. Be sure all copies are legible.
4. If a Notice is not required or if a Standard of Subpart C, Part 77, is not exceeded, a copy of this form will be returned to you appropriately marked in this area, otherwise a separate acknowledgement will be made within 30 days from receipt of Notice.
5. Print or type all items. The address area will be used to return a copy of this form. (see above)
6. Notification to the FAA does not waive the requirements of any other Government Agency.

1. NATURE OF STRUCTURE *(Complete both A and B below)*

A. *(Check one)* [X] NEW CONSTRUCTION [ ] ALTERATION

B. *(Check one)* [X] PERMANENT [ ] TEMPORARY *(State length of time)* _____ Mos.

2. NAME AND ADDRESS OF INDIVIDUAL, COMPANY, CORPORATION, ETC. PROPOSING THE CONSTRUCTION OR ALTERATION *(Number, Street, City, State and Zip Code)*

TO
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

3. TYPE AND COMPLETE DESCRIPTION OF STRUCTURE

Light poles with lights for Janzen Beach Interchange on Interstate 5.

4. LOCATION OF STRUCTURE

A. COORDINATES (To nearest second)						B. NEAREST CITY OR TOWN, AND STATE	
LATITUDE			LONGITUDE			Vancouver, Washington	
°	'	"	°	'	"	(1) DISTANCE FROM 4B	(2) DIRECTION FROM 4B
45	36	46	122	40	35	3,000' MILES	Southerly

C. NAME OF NEAREST AIRPORT, HELIPORT, OR SEAPLANE BASE	(1) DISTANCE FROM NEAREST POINT OF 4C AIRPORT	(2) DIRECTION FROM AIRPORT
Pearson Airport	4,500'	Southwesterly

D. *DESCRIPTION OF LOCATION OF SITE WITH RESPECT TO HIGHWAYS, STREETS, AIRPORTS, PROMINENT TERRAIN FEATURES, EXISTING STRUCTURES, ETC. (Attach a highway, street, or any other appropriate map or scaled drawing showing the relationship of construction site to nearest airport(s). If more space is required, continue on a separate sheet of paper and attach to this notice.)*

Light poles for lighting the Janzen Beach Interchange on Interstate 5 at the south end of the Interstate Bridge.

Poles No. 1, 2, 4, 6, 8 and 12 will be shielded by the existing Interstate Bridge. See attached sheet for pole locations and elevations.

5. HEIGHT AND ELEVATION *(Complete A, B and C to the nearest foot)*		6. WORK SCHEDULE DATES
A. ELEVATION OF SITE ABOVE MEAN SEA LEVEL	44.7	A. WILL START: September 1970
B. HEIGHT OF STRUCTURE INCLUDING APPURTENANCES AND LIGHTING *(if any)* ABOVE GROUND, OR WATER IF SO SITUATED	81	B. WILL COMPLETE: August 1971
C. OVERALL HEIGHT ABOVE MEAN SEA LEVEL (A + B)	125.7	

7. OBSTRUCTION MARKINGS – The completed structure will be:	YES	NO
A. MARKED AS SPECIFIED IN THE FAA ADVISORY CIRCULAR 70/7460-1, OBSTRUCTION MARKING AND LIGHTING		X
B. LIGHTED AS SPECIFIED IN THE FAA ADVISORY CIRCULAR 70/7460-1, OBSTRUCTION MARKING AND LIGHTING		X

I HEREBY CERTIFY that all of the above statements made by me are true, complete, and correct to the best of my knowledge.

8. NAME AND TITLE OF PERSON FILING THIS NOTICE *(Type or Print)*	9. SIGNATURE *(In ink)*	
D. J. Barbee Design Engineer	10. DATE OF SIGNATURE: 8-7-70	11. TELEPHONE NO. *(Precede with area code)*: 503 378-4558

Persons who knowingly and willfully fail to comply with the provisions of the Federal Aviation Regulations Part 77 are liable to a fine of $500 for the first offense, with increased Penalties thereafter as provided by Section 902(a) of the Federal Aviation Act of 1958 as amended.

FAA Form 7460-1 (11-68) SUPERSEDES FAA Form 117..

NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION

OBJECTS AFFECTING NAVIGABLE AIRSPACE

§77.13 Construction or alteration requiring notice.

(a) Except as provided in §77.15, each sponsor who proposes any of the following construction or alteration shall notify the Administrator in the form and manner prescribed in §77.17:

(1) Any construction or alteration of more than 200 feet in height above the ground level at its site.

(2) Any construction or alteration of greater height than an imaginary surface extending outward and upward at one of the following slopes:

(i) 100 to 1 for a horizontal distance of 20,000 feet from the nearest point of the nearest runway of each airport specified in subparagraph (5) of this paragraph with at least one runway more than 3,200 feet in actual length, excluding heliports.

(ii) 50 to 1 for a horizontal distance of 10,000 feet from the nearest point of the nearest runway of each airport specified in subparagraph (5) of this paragraph with its longest runway no more than 3,200 feet in actual length, excluding heliports.

(iii) 25 to 1 for a horizontal distance of 5,000 feet from the nearest point of the nearest landing and takeoff area of each heliport specified in subparagraph (5) of this paragraph.

(3) Any highway, railroad, or other traverse way for mobile objects, of a height which, if adjusted upward 17 feet for an Interstate Highway that is part of the National System of Military and Interstate Highways where overcrossings are designed for a minimum of 17 feet vertical distance, 15 feet for other highways, 25 feet for a railroad, and, for any other traverse way, an amount equal to the height of the highest unshielded mobile objects that would normally traverse it, would exceed a standard of subparagraph (1) or (2) of this paragraph.

(4) When requested by the FAA, any construction or alteration that would be in an instrument approach area (defined in the FAA standards governing instrument approach procedures) and available information indicates it might exceed a standard of Subpart C of this part.

(5) Any construction or alteration on any of the following airports (including heliports):

(i) An airport that is available for public use and is listed in the Airport Directory of the current Airman's Information Manual or in either the Alaska or Pacific Airman's Guide and Chart Supplement.

(ii) An airport under construction, that is the subject of a notice or proposal on file with the Federal Aviation Administration, and except for military airports, it is clearly indicated that that airport will be available for public use.

(iii) An airport that is operated by an armed force of the United States.

(b) Each sponsor who proposes construction or alteration that is the subject of a notice under paragraph (a) of this section and is advised by an FAA area office that a supplemental notice is required shall submit that notice on a prescribed form to be received by the FAA area office at least 48 hours before the start of the construction or alteration.

(c) Each sponsor who undertakes construction or alteration that is the subject of a notice under paragraph (a) of this section shall, within 5 days after that construction or alteration reaches its greatest height, submit a supplemental notice on a prescribed form to the FAA area office having jurisdiction over the area involved, if—

(1) The construction or alteration is more than 200 feet above the surface level of its site; or

(2) An FAA area office advises him that submission of the form is required.

§77.15 Construction or alteration not requiring notice.

No person is required to notify the Administrator for any of the following construction or alteration:

(a) Any object that would be shielded by existing structures of a permanent and substantial character or by natural terrain or topographic features of equal or greater height, and would be located in the congested area of a city, town, or settlement where it is evident beyond all reasonable doubt that the structure so shielded will not adversely affect safety in air navigation.

(b) Any antenna structure of 20 feet or less in height except one that would increase the height of another antenna structure.

(c) Any air navigation facility, airport visual approach or landing aid, aircraft arresting device, or meteorological device, of a type approved by the Administrator, the location and height of which is fixed by its functional purpose.

(d) Any construction or alteration for which notice is required by any other FAA regulation.

§77.17 Form and time of notice.

(a) Each person who is required to notify the Administrator under §77.13 (a) shall send one executed form set (four copies) of FAA Form 7460-1, "Notice of Proposed Construction or Alteration," to the Chief, Air Traffic Branch, FAA Area Office (or, Chief, Air Traffic Division, for the Alaskan and Pacific Region) having jurisdiction over the area within which the construction or alteration will be located. Copies of FAA Form 7460-1 may be obtained from the headquarters of the Federal Aviation Administration, the regional and the area offices.

(b) The notice required under §77.13 (a) (1) through (4) must be submitted at least 30 days before the earlier of the following dates—

(1) The date the proposed construction or alteration is to begin.

(2) The date an application for a construction permit is to be filed. However, a notice relating to proposed construction or alteration that is subject to the licensing requirements of the Federal Communications Act may be sent to the FAA at the same time the application for construction is filed with the Federal Communications Commission, or at any time before that filing.

(c) A proposed structure or an alteration to an existing structure that exceeds 2,000 feet in height above the ground will be presumed to be a hazard to air navigation and to result in an inefficient utilization of airspace and the applicant has the burden of overcoming that presumption. Each notice submitted under the pertinent provisions of Part 77 proposing a structure in excess of 2,000 feet above ground, or an alteration that will make an existing structure exceed that height, must contain a detailed showing, directed to meeting this burden. Only in exceptional cases, where the FAA concludes that a clear and compelling showing has been made that it would not result in an inefficient utilization of the airspace and would not result in a hazard to air navigation, will a determination of no hazard be issued.

(d) In the case of an emergency involving essential public services, public health, or public safety, that requires immediate construction or alteration, the 30-day requirement in paragraph (b) of this section does not apply and the notice may be sent by telephone, telegraph, or other expeditious means, with an executed FAA Form 7460-1 submitted within five days thereafter. Outside normal business hours, emergency notices by telephone or telegraph may be submitted to the nearest FAA Flight Service Station.

(e) Each person who is required to notify the Administrator by paragraph (b) or (c) of §77.13, or both, shall send an executed copy of FAA Form 117-1, "Notice of Progress of Construction or Alteration" to the Chief, Air Traffic Branch, FAA Area Office (or, Chief, Air Traffic Division, for the Alaskan or Pacific Region) having jurisdiction over the area involved.

ADDRESSES OF THE REGIONAL AND AREA OFFICES

AL—ALASKAN REGION

Alaskan Regional Office
632 Sixth Avenue
Anchorage, Alaska 99501
907-272-5561

CE—CENTRAL REGION

Central Regional Office
601 E. 12th Street
Kansas City, Mo., 64106
816-374-3246

Chicago Area Office
3166 Des Plaines Avenue
Des Plaines, Ill., 60018
312-296-1161

Kansas City Area Office
4747 Troost Avenue
Kansas City, Mo., 64110
816-374-3706

Minneapolis Area Office
6301 34th Avenue South
Wold-Chamberlain Airport
Minneapolis, Minn., 55450
612-334-3262

EA—EASTERN REGION

Eastern Regional Office
JFK International Airport
Federal Building
Jamaica, New York 11430
212-995-2533

Boston Area Office
Building 3
Northwest Industrial Park
Burlington, Mass., 01804
617-272-3250

Cleveland Area Office
21010 Center Ridge Road
Westview Building
Rocky River, Ohio 44116
216-333-6480

New York Area Office
181 South Franklin Avenue
Valley Stream, New York 11581
212-995-2533

EA—(CONT'D)

Washington Area Office
900 South Washington St.
Falls Church, Va., 22046
703-557-3350

PC—PACIFIC REGION

Pacific Regional Office
P.O. Box 4009
Honolulu, Hawaii 96812
588111

SO—SOUTHERN REGION

Southern Regional Office
P.O. Box 20636
Atlanta, Georgia 30320
404-526-7541

Atlanta Area Office
P.O. Box 20636
Atlanta, Georgia 30320
404-526-7228

SO—(CONT'D)

Memphis Area Office
P.O. Box 18097
Memphis, Tennessee 38118
901-534-4301

Miami Area Office
P.O. Box 2014, AMF Branch
Miami, Florida 33159
305-534-5481

San Juan Area Office
RFD 1, Box 29A
Loiza Street Station
San Juan, Puerto Rico
791-2310

SW—SOUTHWEST REGION

Southwest Regional Office
P.O. Box 1689
Fort Worth, Texas 76101
817-624-4911

SW—(CONT'D)

Albuquerque Area Office
5301 Central Avenue
P.O. Box 8082
Albuquerque, N.M. 87108
505-265-8091

Houston Area Office
P.O. Box 60478
Houston, Texas 77060
713-643-0861

Fort Worth Area Office
819 Taylor Street
Fort Worth, Texas 76102
817-334-2552

WE—WESTERN REGION

Western Regional Office
9651 West Manchester Avenue
P.O. Box 90007
Los Angeles, Calif., 90009
213-670-7000

WE—(CONT'D)

Denver Area Office
10255 E. 25th Avenue
Aurora, Colorado 80010
303-297-3046

Los Angeles Area Office
5985 Imperial Highway
Los Angeles, Calif. 90045
213-670-7704

Salt Lake City Area Office
2388 West North Temple
Salt Lake City, Utah 84116
801-524-4301

San Francisco Area Office
831 Mitten Road
Burlingame, Calif., 94010
415-692-2441

Seattle Area Office
FAA Building
Boeing Field
Seattle, Washington, 98108
206-762-4189

FAA Form 7460-1 (11-68) SUPERSEDES FAA Form 117.

RECEIVED
AUG 18 1970
FOR FILING

Interest Bx - Ore Slough
1-6-6(-)308

August 17, 1970

3583

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Oregon State Highway Division's Base Design Procedure, Your Ref: 08-35-DA

Attached are three copies of Oregon's Flexible Base Design Procedure for your review and concurrence. We will send you preliminary reports on Oregon's design procedure for both rigid pavements and overlays when they are prepared.

All procedures should be in your hands by mid-September. Your acceptance by mid-October of our design methods will permit us to compile and print an Interim Base Design Manual by early 1971.

Should you have any questions, we will be available to further explain our surfacing design procedures at your request.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Attachments

cc: R. L. Porter
Tom Edwards
F. D. Morgan
D. J. Barbee
F. W. Yarbrough

ELJ:fw srb

OREGON STATE HIGHWAY DIVISION
FLEXIBLE PAVEMENT DESIGN PROCEDURE

The Oregon State Highway Division's method of determining the structural thickness of a roadway is based on a soil strength-traffic relationship, and has been in use since 1951. Our system is essentially that of the California Division of Highways, with modifications for Oregon's soil conditions, traffic, and climate. The method described hereafter is based on empirical relationships developed from test roads and from pavement performance of various sections under traffic throughout the State. Modifications of the present procedure are anticipated as test methods are revised and service records of existing roadways obtained and analyzed.

Soils are tested for expansion pressure and resistance value by the AASHO T 190 66 I. Stabilometer R value specimens are fabricated and tested to bracket both 300 p.s.i exudation and saturation at 95% compaction. A 300 p.s.i. exudation design R value is applied for thickness design for soils containing less that 90% passing the #4 sieve. The design R value for other soils is selected at 95% compaction saturation moisture content; this is more realistic for Oregon as it approaches the natural moisture contents that have been encountered under existing pavements. Also, California requires a greater subgrade density than Oregon resulting in a lower in place moisture content.

The average 5 kip Equivalent Wheel Load constant is calculated by the method outlined by Hveem and Sherman in Highway Research Record Number 13, Publication 1110. Equivalent wheel load constants are calculated annually from loadometer data, and further augmented by a check of weights from 60 plus Truck Scale Sites located at strategic stations throughout the State. One months weighing is selected for this check of weight constants. To obtain the design traffic coefficient for a particular project, the mean TADT is expanded to an average annual EWL from the project average daily truck traffic and a traffic expansion factor, then further expanded to the design period required, through the formula $T.C.= 1.3(EWL_{67})^{0.119}$. The average daily truck traffic and expansion factor for each project is provided by the Traffic Engineering Section.

The required total structural thickness for a roadway section is shown in terms of our standard specification crushed aggregate base. This thickness is referred to as Crushed Base Equivalent inches, (CBE). The total structural thickness requirement is obtained through the formula $C.B.E. = 0.03546(T.C.)(100-R)$. Substitutions in the required CBE thickness are made to include treated bases, wearing surfaces, subbases, and treated subgrade materials.

Attached is an outline of required laboratory tests, quality requirements, and equivalencies for various materials that satisfy the O.S.H.D. Standard Specifications. Also attached are "Flexible Pavement Structural Design Chart", "Traffic Analysis Sheet", and "Conversion Chart (5 kip EWL to T.C.)".

OUTLINE OF PAVEMENT STRUCTURE DESIGN AND QUALITY REQUIREMENTS

I. Subgrade

A. Samples of Native Soil

1. Frequency

a. One each 1/4 mile minimum.

b. Changes in soil as evidenced by test or visual examination

2. Depth

a. Three to five feet below expected subgrade elevation

B. Laboratory Tests

1. Mechanical Analysis. Method - AASHO - T88

2. Liquid Limit. Method - AASHO - T89

3. Plasticity Index. Method - AASHO - T90

4. Specific Gravity. Method - Modified AASHO - T100

5. Moisture Density Relation. Method - AASHO - T99 or Miniature Harvard Method.

6. Compaction for Stability. Method - AASHO - T190

7. Expansion Pressure. Method - AASHO - T190

8. Resistance to Deformation. Method - AASHO - T190

9. Natural Moisture. Dried to constant wt. at 220°F.

C. Required Cover Thickness - Inches of Crushed Rock or Crushed Base Equivalent

1. $C.E = (TC)(100-R)(0.03546)$

a. TC = Traffic Coefficient

(1) Determined as indicated in Form A

b. R = Resistance Value as determined in I-B-8

(1) Fine Soils - 90 to 100% pass #4

(a) R Value at moisture content indicated at 95% max. density as determined in I-B-5.

(2) Soils less than 90% pass #4

(a) R Value at moisture content indicated at 300 p.s.i. exudation pressure

II. Crushed Base Requirements. Quarry Rock or Gravel

A. Specified limits and method of test

1. Percent Crushed - one face fracture on particles larger than ¼ inch - % by weight.

a. Max. size 1½ inch and greater - 50% crushed

b. Max. size 1 inch and less - 70% crushed

2. Abrasion. Method - AASHO - T96

a. 35% max.

3. Liquid Limit and Plasticity Index. Method - AASHO - T89 and T90

a. Limits vary with quantity passing the number 40 screen.

4. Sand Equivalent. Method - AASHO - T176

a. 35 minimum.

5. Size and Gradation. Method - AASHO - T27

a. 3/4"-0

(1) 0-10% retained on 3/4".

(2) 20-40% pass 3/4" and retained on 3/8".

(3) 40-60% pass ¼", % of ¼"-0 retained on No. 10 40 - 60.

b. 1"-0

(1) 0-10% retained on 1".

(2) 20-40% pass 1" and retained on ½".

(3) 40-55% pass ¼", % of ¼"-0 retained on No. 10 40 - 60.

c. $1\frac{1}{2}$"-0

(1) 0-5% retained on $1\frac{1}{2}$".

(2) 20-40% pass $1\frac{1}{2}$" and retained on 3/4".

(3) 35-50% pass $\frac{1}{4}$", % of $\frac{1}{4}$"-0 retained on No. 10 40 - 60.

d. 2"-0

(1) 0-5% retained on 2".

(2) 20-40% pass 2" and retained on 1".

(3) 30-45% pass $\frac{1}{4}$", % of $\frac{1}{4}$"-0 retained on No. 10 =40-60

e. $2\frac{1}{2}$"-0

(1) 0-5% retained on $2\frac{1}{2}$".

(2) 20-40% pass $2\frac{1}{2}$" and retained on $1\frac{1}{4}$".

(3) 30-45% pass $\frac{1}{4}$", % of $\frac{1}{4}$"-0 retained on No. 10=40-60

6. Degradation. Method - Oregon Highway Department. Attached description B.

a. Materials shown to degrade are required to be upgraded equal to specified crushed rock by means of asphalt, cement or other treatment.

7. "R" Value. 80 Plus

III. Crushed Base Equivalents

A. Stone subbase

1. Minimum Requirements

a. Abrasion - 45% max.

b. Percent pass #200 - 8% max.

c. Sand equivalent - 25 min.

d. Max. size - 75% compacted thickness, max.

e. Gradation - 10 to 50% pass #4.

2. C.B.E.

a. "R" Value 70 to 80. C.B.E. = 0.8

b. "R" Value 60 to 70. C.B.E. = 0.5

c. "R" Value below 60. C.B.E. not applied.

B. Plant Mix Bituminous Base

1. Minimum Requirements

a. One inch max. size meeting crushed base requirements

b. Bituminous mixture Laboratory designed

(1) "S" Value minimum 35. Method - ASTM - D1560

(2) "C" Value minimum 200. Method - ASTM - D1560

(3) 70% Min. Index of Retained Strength.
Method - AASHO - T165

2. C.B.E. 1.8

C. Cement Treated Base

1. Minimum Requirements

a. One inch maximum size meeting crushed base requirements

b. Cement content is Laboratory determined on basis of 1000 p.s.i. in 7 days

2. C.B.E. 1.8

D. Asphaltic Concrete

1. Minimum Requirements

a. Aggregate

(1) Crushed base quality graded to maximum density curve

b. Mixture. Laboratory designed.

(1) "S" Value minimum 35. ASTM - D1560

(2) "C" Value minimum 200. ASTM - D1560

(3) 70% min. Index of Retained strength test.
Method - AASHO - T165

(4) Proportioned to 3 to 5% void content.

c. Production. Inspector controlled.

2. C.B.E. 2.0

E. Portland Cement Concrete

1. Minimum Requirements

a. Aggregate

(1) Crushed base quality graded to maximum density curve.

b. Mixture. Laboratory designed for Class "A" Concrete

(1) Strength 28 day. 3300 p.s.i.

(2) Yield. 6.0 sks per cubic yd. min.

(3) Slump. 2 inch max.

(4) Entrained air. 3% min.

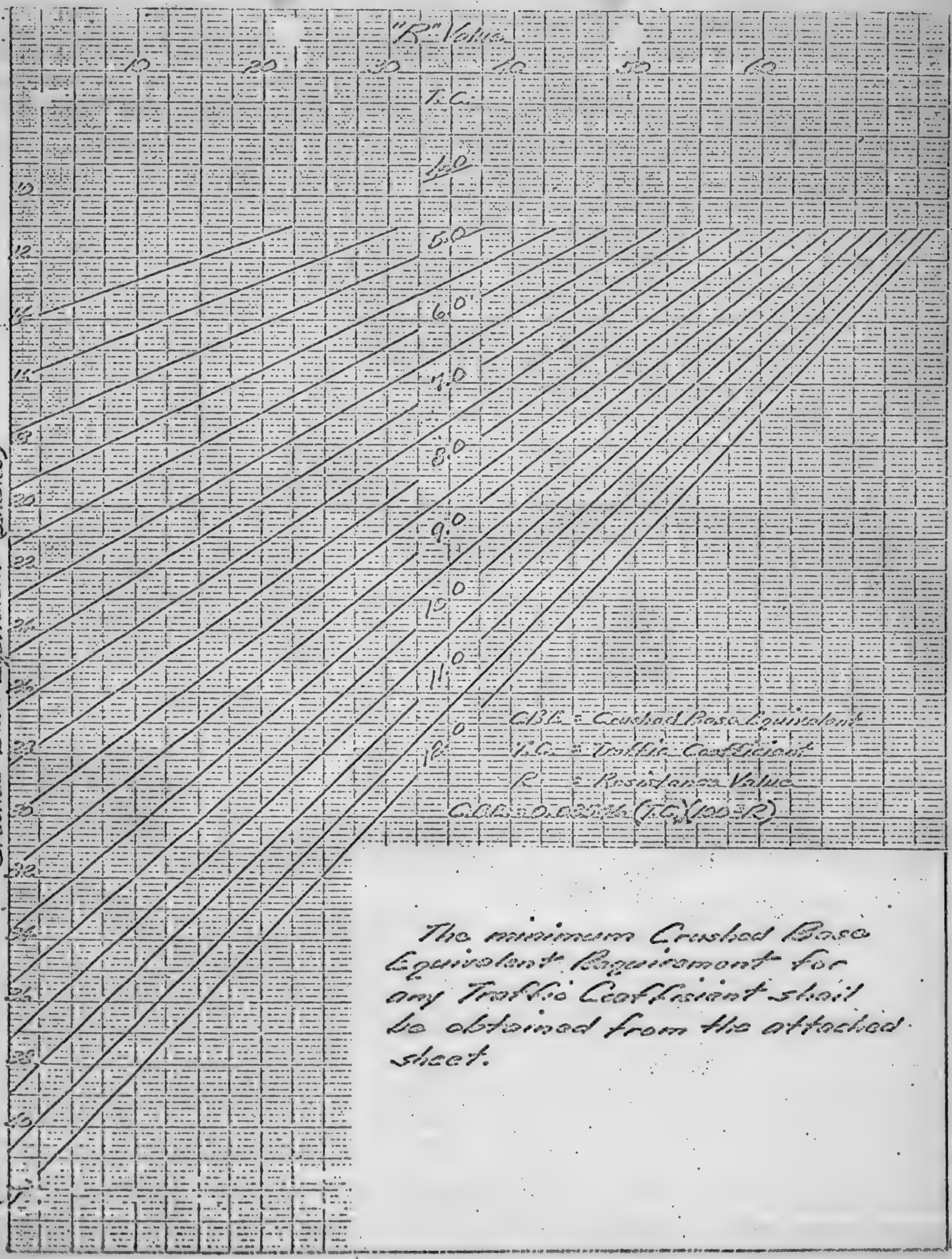
2. C.B.E.

a. Continuously Reinforced. 3.0

b. Wire mesh Reinforced. 2.5

c. Non Reinforced. 2.0

Above to be used only for estimating purposes.

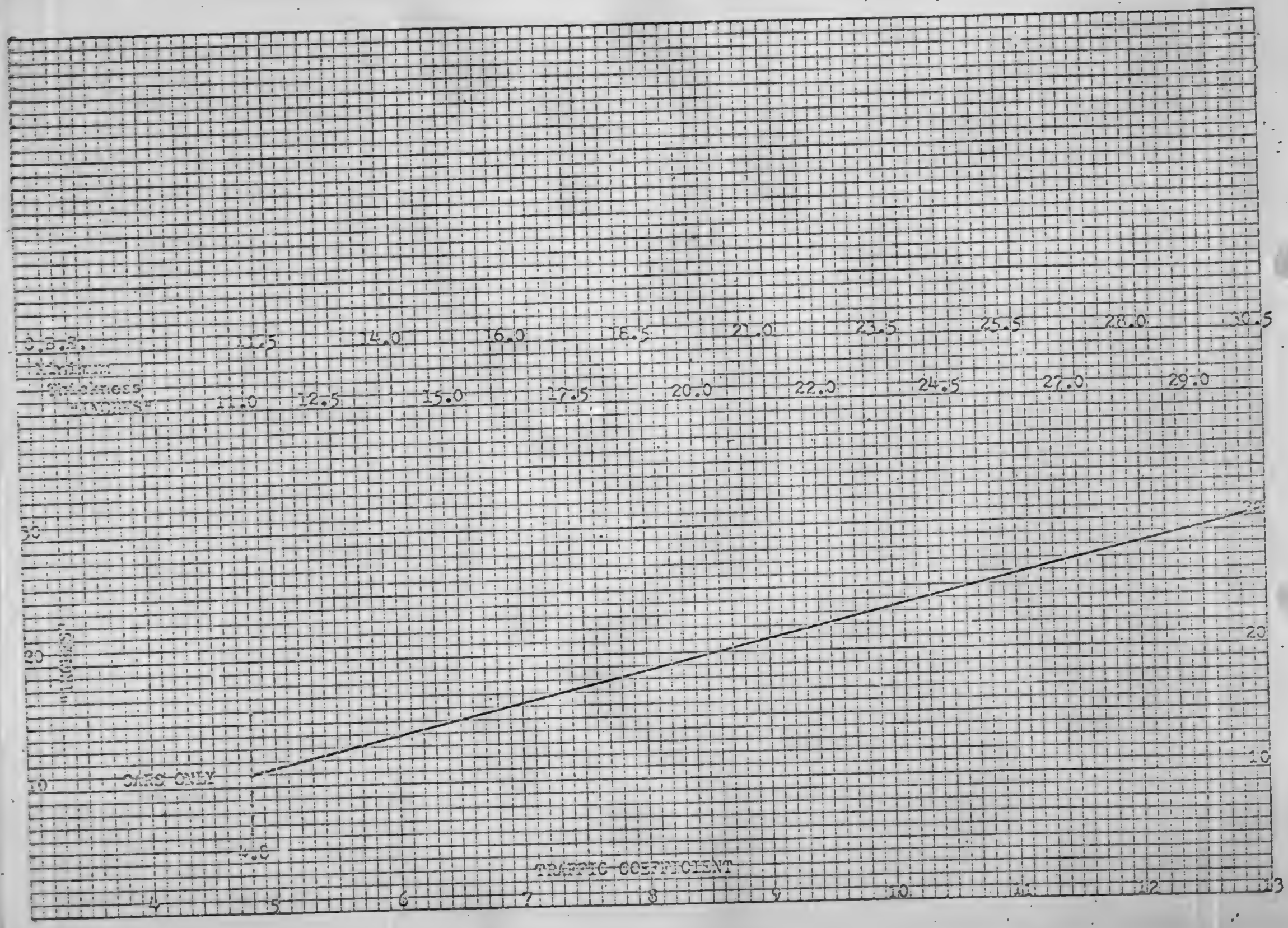


The minimum Crushed Base Equivalent Requirement for any Traffic Coefficient shall be obtained from the attached sheet.

KEUFFEL & ESSER CO. N.Y.

NO. 340R-10 DIETZGEN GRAPH PAPER
10 X 10 PER INCH

EUGENE DIETZGEN CO.
MADE IN U. S. A.



TRAFFIC ANALYSIS

SECTION: _____

HIGHWAY: _____

COUNTY: _____

_____ Present ADT (19)

_____ Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	_____	_____	____	____	450	_____
3	_____	_____	____	____	1000	_____
4	_____	_____	____	____	1250	_____
5	_____	_____	____	____	3180	_____
6	_____	_____	____	____	2570	_____
				____	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL _____

TWENTY YEAR EWL _____

TRAFFIC COEFFICIENT _____

FORM PR-1240
(REV. 3-67)

AUG 20 1970

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-5-6(69)309

STATE PROJECT NO.
JANTZEN BEACH
INTERCHANGE SECTION

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

8-17-70

PROGRAM NO.

ITEM NO.
1-621

COUNTY NAME
MULTNOMAH

PROGRAM STAGE (Check)
[ ] 1 [X] 2

TO:
I-5-6(69)309
1-189

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
AUGUST 12, 1970	AUGUST 12, 1970	I-5
		STATE ROUTE NUMBER: STATE PRIMARY ROUTE #1

LIMITS OF AUTHORITY

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $5,000 AND EROSION CONTROL IN THE AMOUNT OF $5,000 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) CONTRACTOR'S FLAGGING $5,000; EROSION CONTROL $5,000
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [X] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S AUGUST 10, 1970 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

THE STANDARD SPECIFICATIONS FOR WELDED HIGHWAY BRIDGES AND INCIDENTAL STRUCTURES, JULY 1970 ISSUE, ARE APPROVED FOR USE ON THIS PROJECT.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

Yours very truly,
8-19-70

NOTED
TOM EDWARDS

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-17-70		DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
AUG 14 1970

FOR FILE

I-5-6(16)307
7489

August 13, 1970

Oregon State Highway Commission

Gentlemen:

The Multnomah County Board of Commissioners has executed a throughway agreement concerning construction of the Jantzen Beach Interchange Section of the Pacific Highway (I-5).

This agreement provides for the State to construct and maintain the project and covers right-of-way acquisition, grading, paving, signing and structures. The County is requested to concur in the closure of all existing roads within the interchange complex and to cooperate with the State to effect the removal or relocation of any utility facilities which may be in conflict with the plans for the project.

The project is scheduled for contract at the September 3 bid opening with an estimated cost of $620,000.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be on the agenda for the August 18 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
A. E. Johnson
Victor D. Wolfe
D. J. Barbee
Ivan Merchant
F. D. Morgan
L. H. Young
D. H. Moehring
H. S. Cox
R. L. Schroeder

MCH:ljt sr

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: August 12, 1970

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Routing: 1 Barbee, 2 Hall, A. Olson, Sample, Terpin, Swenson, Trout, Wills, Heckleman, Scott, R. Olson, Carstensen

RECEIVED
AUG 18 1970
DESIGN DIVISION

SUBJECT: Oregon I-5-6(63)309
Hayden Island Interchange Section
Proposed Access Control Revision

Mr. Klaboe, by August 7 letter, submitted additional information relative to the proposed revision in the access control line at the subject interchange. This information indicates that the section of Hayden Island Drive which extends under the Interstate bridge approach will not be a dedicated public road but will be owned and maintained by Hayden Island, Inc.

We agree that the proposed access would substantially improve the traffic operational capabilities of the interchange by reducing both the number of left turn movements on both sides of the interchange and the traffic volume on the crossroad. However, this improvement would only result if the extension of Hayden Island Drive is made available to the general public at all times.

Your request for a revision in the access control line to provide an access point at approximately Station "A" 142+23.12 is approved provided (1) the proposed extension of Hayden Island Drive between N. Jantzen Avenue and the present alinement of Hayden Island Drive on the west side of the interchange and (2) N. Jantzen Avenue from Tomahawk Island Drive to Hayden Island Drive are dedicated to the County as public roadways and opened to traffic concurrently with the revised interchange.

8-18-70

REFERRED TO
Barbee
BY ASST. STATE HWY. ENGR.

RECEIVED
AUG 18 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Take appropriate action.

REFERRED TO
Olson
Design Engr.

data provided to City-County for agreement w/ Hayden Island a&D. 8/18/70

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 7 - 1970
FOR FILING
Const
Rdwy
Rte E
Hayden Is. Int

August 7, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: Hayden Island Interchange, Interstate
Bridge-Pacific East Undercrossing
Pacific Highway, Multnomah County
Your Reference: 08-35-DA

As requested in your letter of June 5, enclosed are three copies each of a letter of explanation from the president of Hayden Island, Inc., plus a map depicting the local street and road network.

Again, we request approval of the access control revision to permit the street connection in the northwest quadrant of the interchange.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Enclosures

cc: R. L. Porter
Tom Edwards
D. J. Barbee
L. H. Young
D. H. Moehring
R. L. Schroeder

DNS:jp srb

HIGHWAY 30 AT JANTZEN BEACH • PORTLAND, OREGON 97217 • PHONE 289-5555

July 17, 1970

Mr. J. H. Versteeg, Assistant Metropolitan Engineer
Oregon State Highway Division
5821 N. E. Glisan
Portland, Oregon 97213

Dear Mr. Versteeg:

The accompanying map shows the road network outside the Highway Interchange at Jantzen Beach and the proposed additonal access. The following information is supplied in answer to the questions you indicated in your letter of 18 June 1970.

1. Hayden Island Drive and Farr Avenue on the west side of interchange are dedicated roads.

2. Tomahawk Island Drive on east of interchange is a dedicated road.

3. All other existing and proposed roads will be owned and maintained by Hayden Island, Inc.

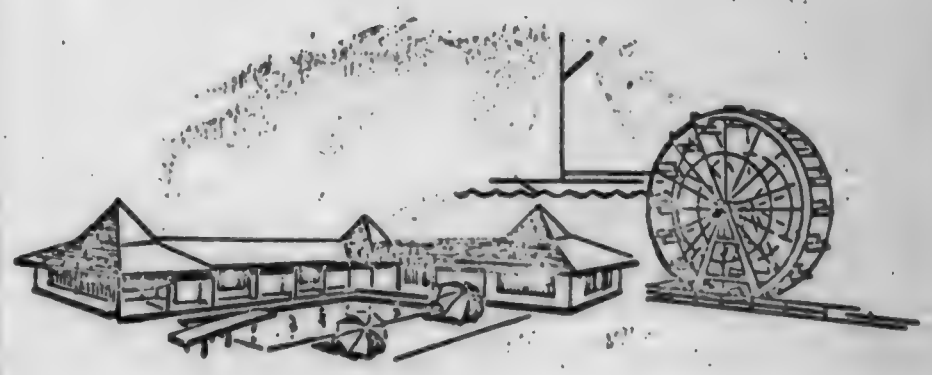
4. Hayden Island extension from west to east under approach to Interstate bridge has been built except for paving.

5. North Jantzen Street has been built and paved under slough bridge to provide proper clearance for all legal traffic.

6. A proposed shopping center west of Interstate 5 will ultimately consist of 803,000 sq. ft. of buildings with a ratio of 6 cars per 1,000 sq. ft. of floor area.

7. The Thunderbird Motel, now completed, provides parking for 650 cars.

JANTZEN BEACH 289-5555
HAYDEN ISLAND MOORAGE 289-0803
HAYDEN ISLAND MOBILE HOME VILLAGE 289-7626



8. Proposed residential development will provide parking for 1 1/2 cars per dwelling unit. Estimated at 2,000 units and 3,000 cars.

9. Other commercial developments will provide for car parking according to local codes and are indeterminate at this time.

10. Existing mobile home park and houseboat moorages, 550 spaces average 1 1/2 cars per unit.

I hope this will give some indication of the need of the access which the County Road Department as well as ourselves think is desirable.

Best regards,

HAYDEN ISLAND, INC.

L. W. Buell
President

LWB/pd

CC/ Robert Nordlander, Director
Multnomah County Department of Public Works
Road Department
2115 S. E. Morrison
Portland, Oregon

WATERFRONT

HAYDEN ISLAND DRIVE

RELOCATE HAYDEN ISLAND DRIVE

S.R.S.S.A.R.

CLAB BUFFER

A PARTMENTS

WATER
&
PARK

C O L U M B I A

HAYDEN ISLAND DRIVE

West Home Area

JANTZEN

R I V E R

WATERFRONT DEVELOPMENT

PORT OF CALL RESTAURANT

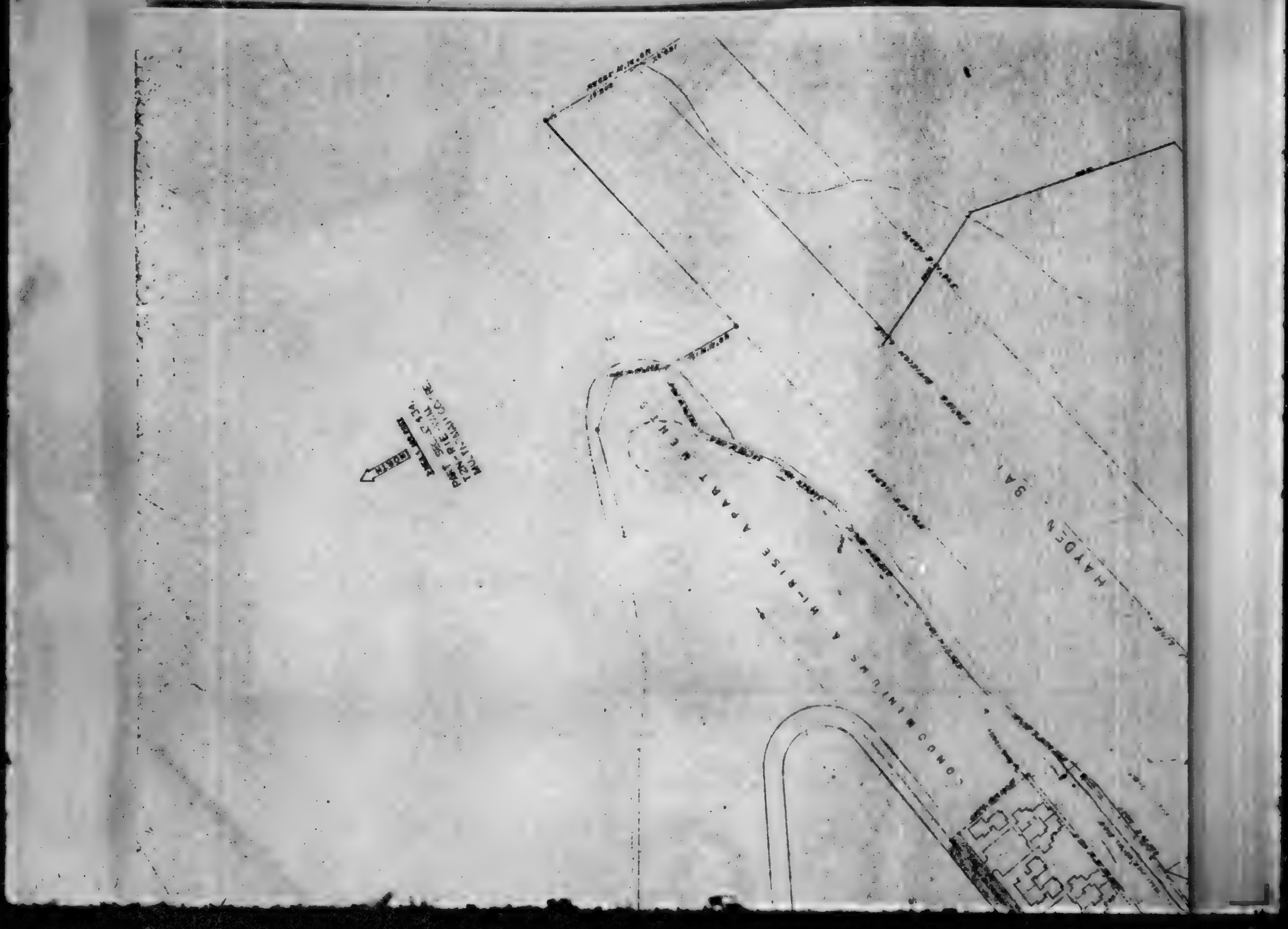
TZEN THUNDER BIRD MOTEL

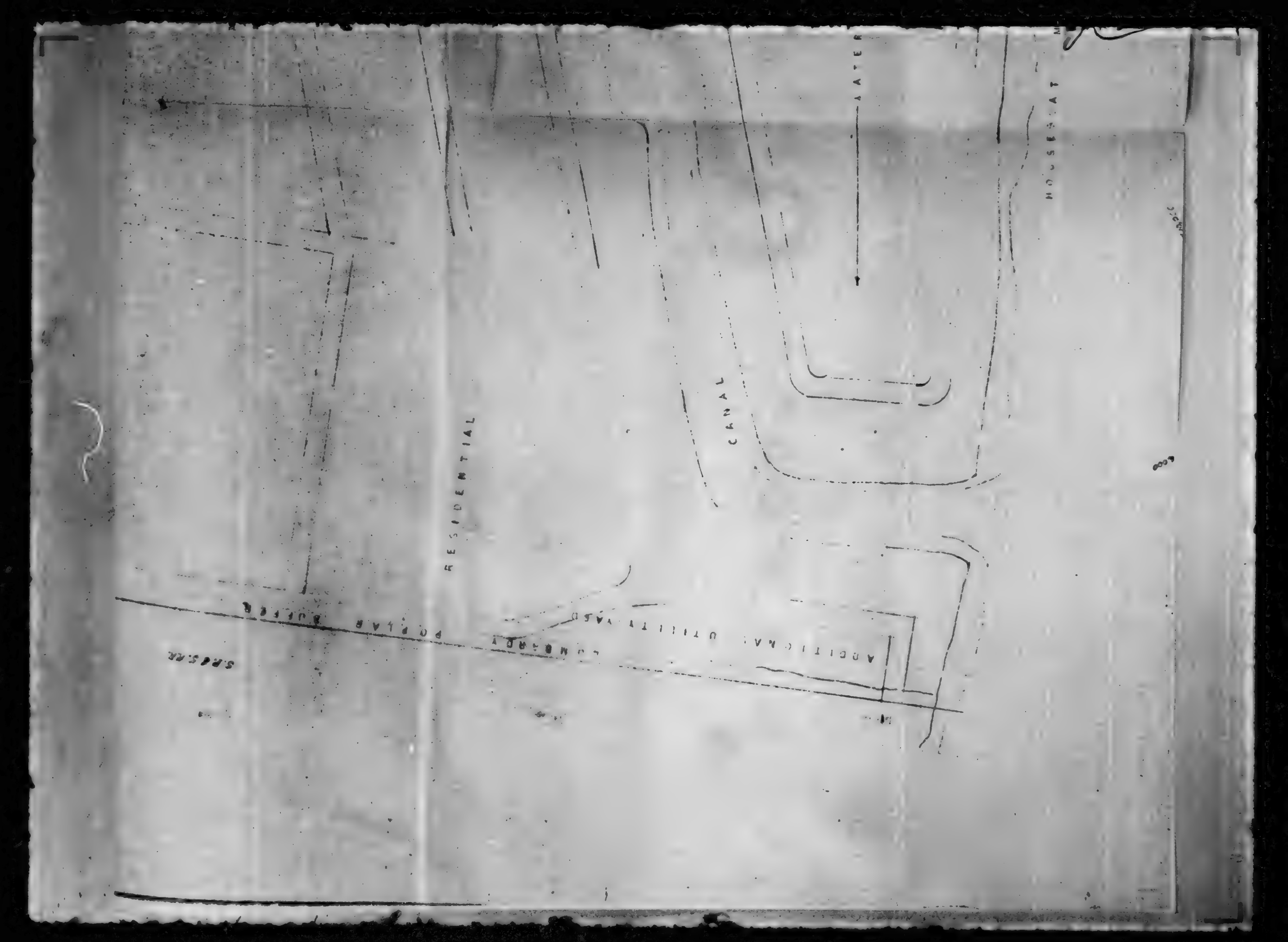
OFFICE BUILDING

STATE HIGHWAY

INTERSTATE HIGHWAY 5

APARTMENT SITES
HAYDEN ISLAND DRIVE
APAR-MENT SITES
CONDOMINIUMS & HI-RISE APAR
HAYDEN


HAYDEN
SHOPPING CONG
A HI-RISE APARTMENT


CANAL
RESIDENTIAL
BOULEVARD

TOWNHOUSES

COMMERCIAL

COMMERCIAL

WATERFRONT CONDOMINIUMS & APARTMENTS

ROBINHOOD STREET

AT MOORAGE & WATERFRONT DEVELOPMENT

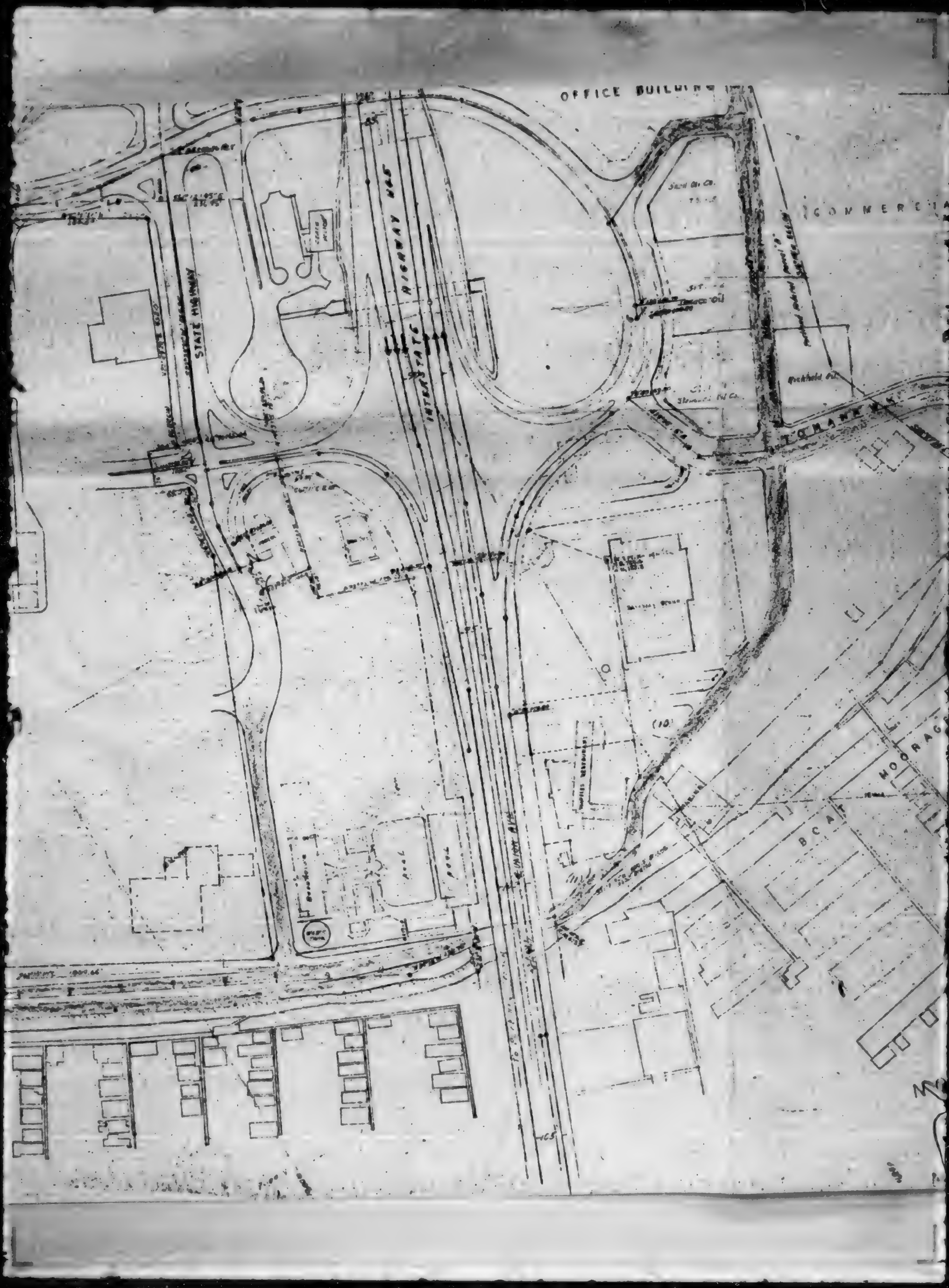
HAYDEN ISLAND DRIVE

SHOPPING CENTER

FUTURE DEPARTMENT STORE

N. FAIR AVE. TO BE RELOCATED

NORTH JANTZEN STREET


OFFICE BUILDING
COMMERCIAL
STATE HIGHWAY
INTERSTATE HIGHWAY 485
ITHACA
(10)
NORRIS
BCA
UNION AVE.

APARTMENT SITES

COMMERCIAL

HAYDEN

NO RAGE

PROPOSED

HAYDEN IS

HIGHWAY NO

PORTLAND

NORTH PORTLAND HARBOR

HAYDEN ISLAND

TOMAHAWK ISLAND

HARBOR

PROPOSED DEVELOPMENT 6-14-70

HAYDEN ISLAND INC.
HIGHWAY NO. 5 AT JANTZEN BEACH
PORTLAND, 97217, OREGON

RECEIVED
JUN 15 1970

FHWA-21 (12-67)

UNITED STATES GOVERNMENT

FOR FILING

Coast
R&W
Pac Hwy E

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: June 5, 1970

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-5-6(63)309
Hayden Island Interchange Section
Proposed Access Control Revision

Mr. Klaboe, by letter dated May 28, submitted additional information relative to the proposed revision in the access control line at the subject interchange.

Without a clear plan of proposed development including all important traffic generators, the local street and road network, and the local streets and roads that would be dedicated to public use the requested revision in approved access control cannot be adequately considered.

NOTED
F.B. KLABOE

copies to Barbee
Moehring
Young
6-10-70

RECEIVED
JUN 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

JUN 2 1970

Const
R/W
Pac Hwy E

Hayden I.

May 28, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Hayden Island Interchange, Interstate Bridge-
Pacific East Undercrossing, Pacific Highway
Multnomah County, Your Reference: 08-35-DA6

This is in reply to your letter of April 29 in which you denied our request for the access point at Station "A" 142+23.12.

At the time this was submitted to you, we felt it was a very logical location which would be approved; therefore, we did not fully explain the need. If you will refer to the layout map previously sent by our letter of April 20, the reasoning behind the proposal can best be explained.

If the proposed access at Station "A" 142+23.12 is permitted, we feel that much of the traffic from the north wishing to go to the east side of Hayden will do so by using this proposed connection to Hayden Island Drive and thence on Hayden Island Drive to the easterly facilities. Conversely, traffic from the easterly side will use the same route the opposite way to go southbound onto the freeway. Our reasoning behind this is that our connecting road under the Interstate bridges will be crowded and Hayden Island Drive will offer a parallel move with less traffic. However, unless the access is at Station "A" 142+23.12, which is a direct crossing to and from the ramp, traffic would not use it readily. This whole plan seems to offer a relief valve for our interchange rather than a hazard.

We request that you reconsider and approve the proposed access north of Station "A" 142+23.12.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
D. J. Barbee
A. E. Johnson

DNS:jp srb

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: April 29, 1970

In reply refer to: 08-35-DA6

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(63)309
Hayden Island Interchange Section
Proposed Access Control Revisions

Klaboe

Mr. Klaboe's April 20 letter requested approval of two revisions in the access control line along the north side of the roadway which goes under the southerly end of the Interstate Bridge.

There are no objections to moving the access control line southerly in order to accommodate the proposed roadway between the two residential and commercial areas provided satisfactory steps are taken to protect the bridge columns adjacent to the roadway and Interstate funds are credited with an appropriate adjustment in land area.

All right of way negotiations within this Interchange area were based on controlling the access westerly along the northerly side of Hayden Island Drive to Station "A" 145+24.67. Adequate access to the area in question is presently available at approximately Station 3+00 (Hayden Island Drive). The need for controlling the access beyond the intersection of Hayden Island Drive and the frontage road to the south has not changed since the original right of way negotiations were completed. This revision is not approved.

1/3 1/3 RECEIVED MAY 1 1970 DESIGN DIVISION

5-1-70
REFERRED TO
4 Barbee

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 4 - 1970
FOR FILING

FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: April 29, 1970

In reply refer to: 08-35-DA6

Cust
R/W
Bo. Hwys
Eng

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon Project I-5-6(63)309
Hayden Island Interchange Section
Proposed Access Control Revisions

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5-1-70
REFERRED TO
Barker
By Asst. State Hwy. Engr.

RECEIVED
APR 20 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 4 - 1970
FOR FILING

FORM FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: April 29, 1970

In reply refer to: 08-35-DA6

Grant
R/W
Pac. Hwy E
SP

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : H. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon Project I-5-6(63)309
Hayden Island Interchange Section
Proposed Access Control Revisions

Mr. Klaboe's April 20 letter requested approval of two revisions in the access control line along the north side of the roadway which goes under the southerly end of the Interstate Bridge.

There are no objections to moving the access control line southerly in order to accommodate the proposed roadway between the two residential and commercial areas provided satisfactory steps are taken to protect the bridge columns adjacent to the roadway and Interstate funds are credited with an appropriate adjustment in land area.

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5-1-70
REFERRED TO
Baker
By Asst. State Hwy. Engr.

RECEIVED
APR 30 '70
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 20 1970
FOR FILING

Cover
Ltr
Rec'd

April 20, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Hayden Island Interchange Section, Pacific Highway (I-5), Multnomah County

We have received a request from Mr. L. W. Buell, President of Hayden Island, Inc., for two revisions in the access control line along the north side of the roadway which goes under the southerly end of the Interstate Bridge.

The first of these would move the access control line southerly under the end of the bridge in order that an "inter-island" circulation roadway can be built to allow local traffic to move between the two residential and commercial areas without utilizing the interchange roadways. This would be a very desirable addition to the local road system and there is ample right-of-way, not otherwise utilized, to allow this cooperation.

The second area is a request for an access point for a connecting roadway opposite the westerly frontage road. This had been discussed in early designs; however, their planning was not finalized and reservation of such an access point was not provided since the rest of the plan was not available. This has been referred to our Traffic Division and I am advised that this intersection will in no way affect the operation of the interchange proper; the backup, if any, during peak hours will occur on Hayden Island Drive. A suggested minimum of 150 feet of storage on the north leg of the intersection can be provided by two lanes as indicated on the enclosed sketch.

I am advised that the service road layout and access have been discussed with Mr. Nordlander, Multnomah County Engineer, and that he recommends approval of the revisions in order to improve the traffic-handling possibilities.

Enclosed is a copy of a roadway layout plan received from Mr. Buell on which the requested revisions have been indicated. Your approval of these revisions is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

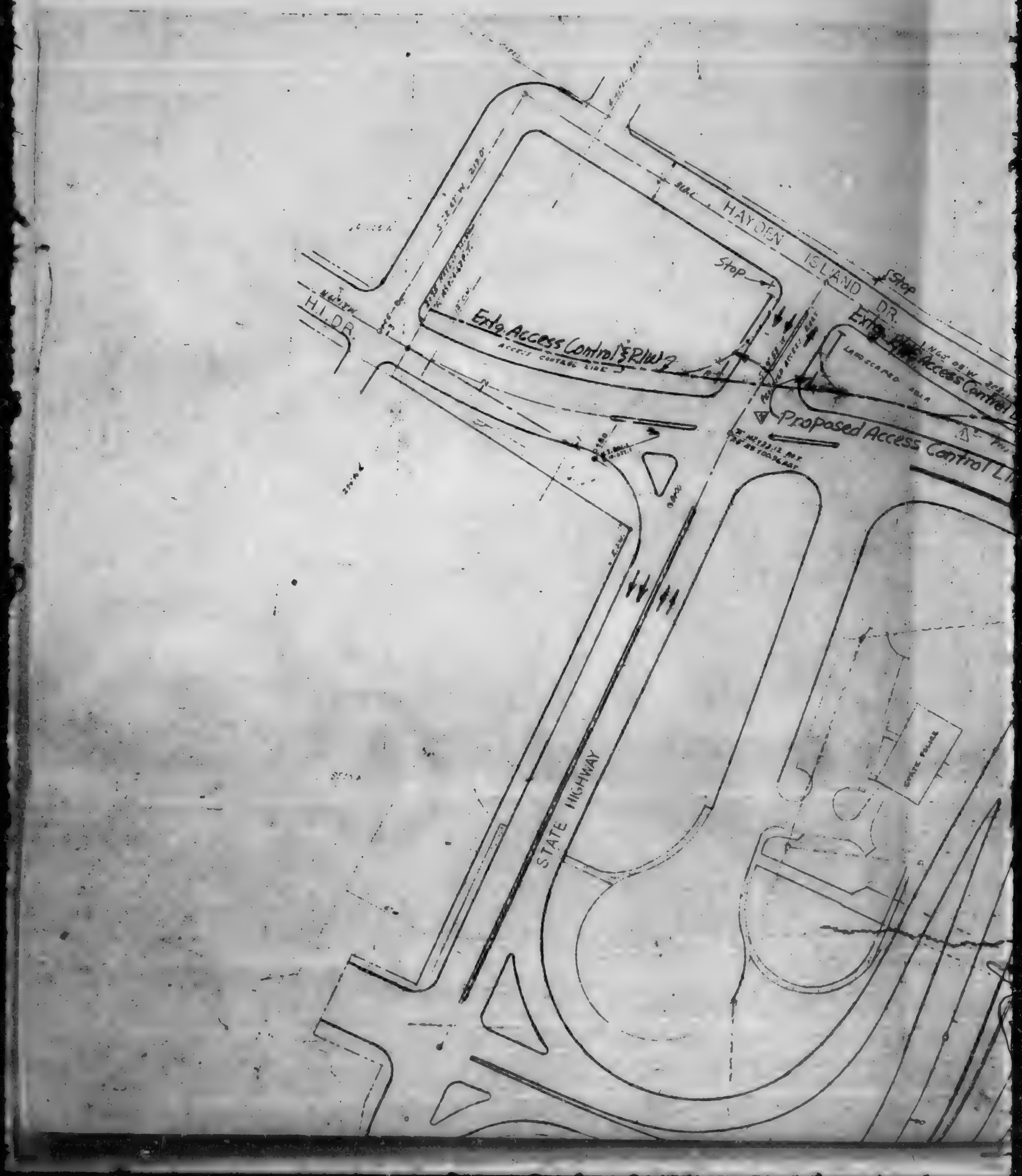
By

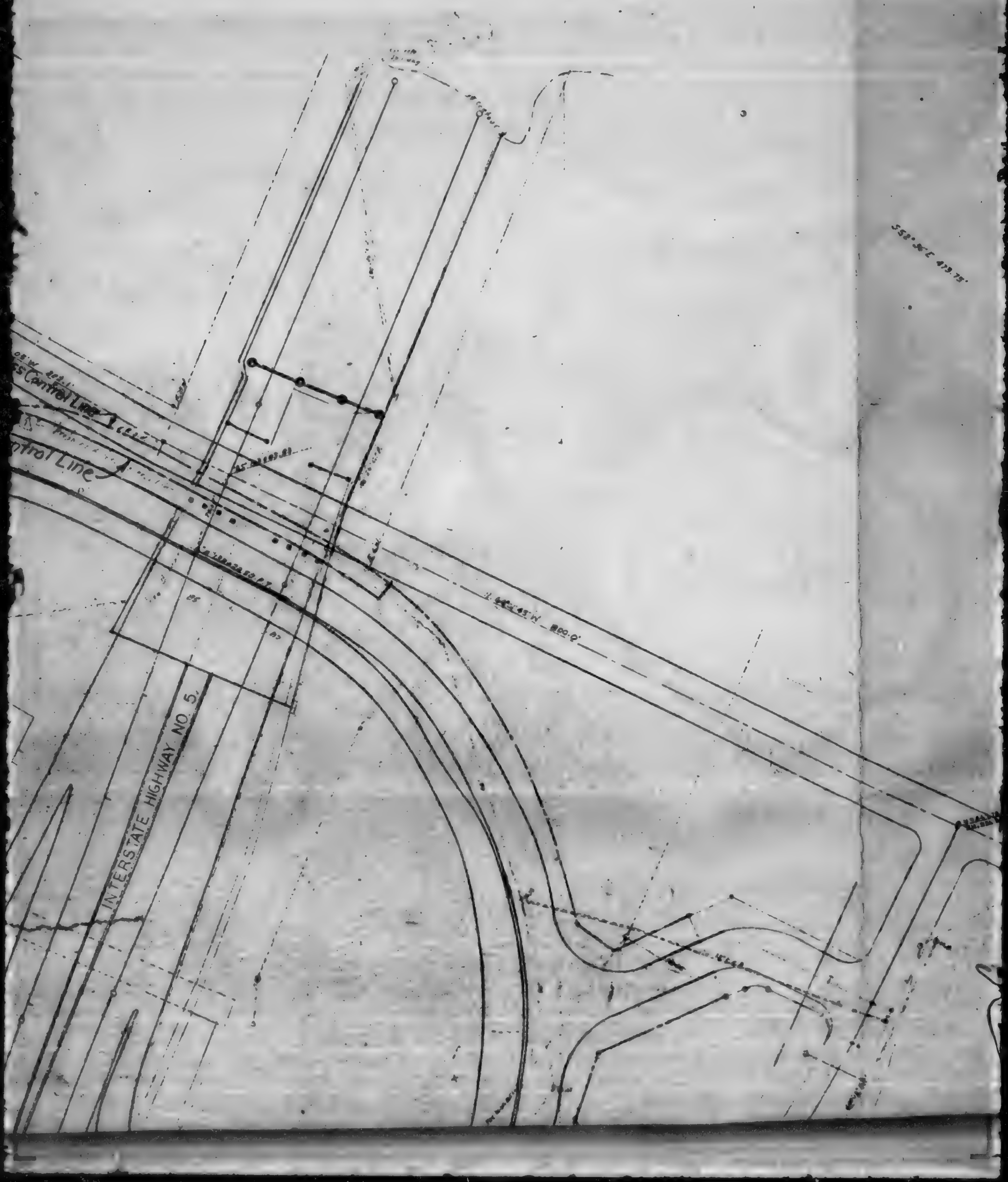
F. B. Klaboe
Assistant State Highway Engineer

Enclosure

cc: Forrest Cooper
R. L. Porter
Tom Edwards
D. J. Barbee - Enc.
F. B. Crandall
A. E. Johnson - Enc.

ADO:jp srb


HAYDEN ISLAND DR.
Stop
Stop
Exist. Access Control (R/W)
ACCESS CONTROL LINE
Proposed Access Control Li
LANDSCAPED AREA
H.I. DR.
STATE HIGHWAY
STATE POLICE


INTERSTATE HIGHWAY NO. 5.

COLUMB

HAYLEN ISLAND

MBIA

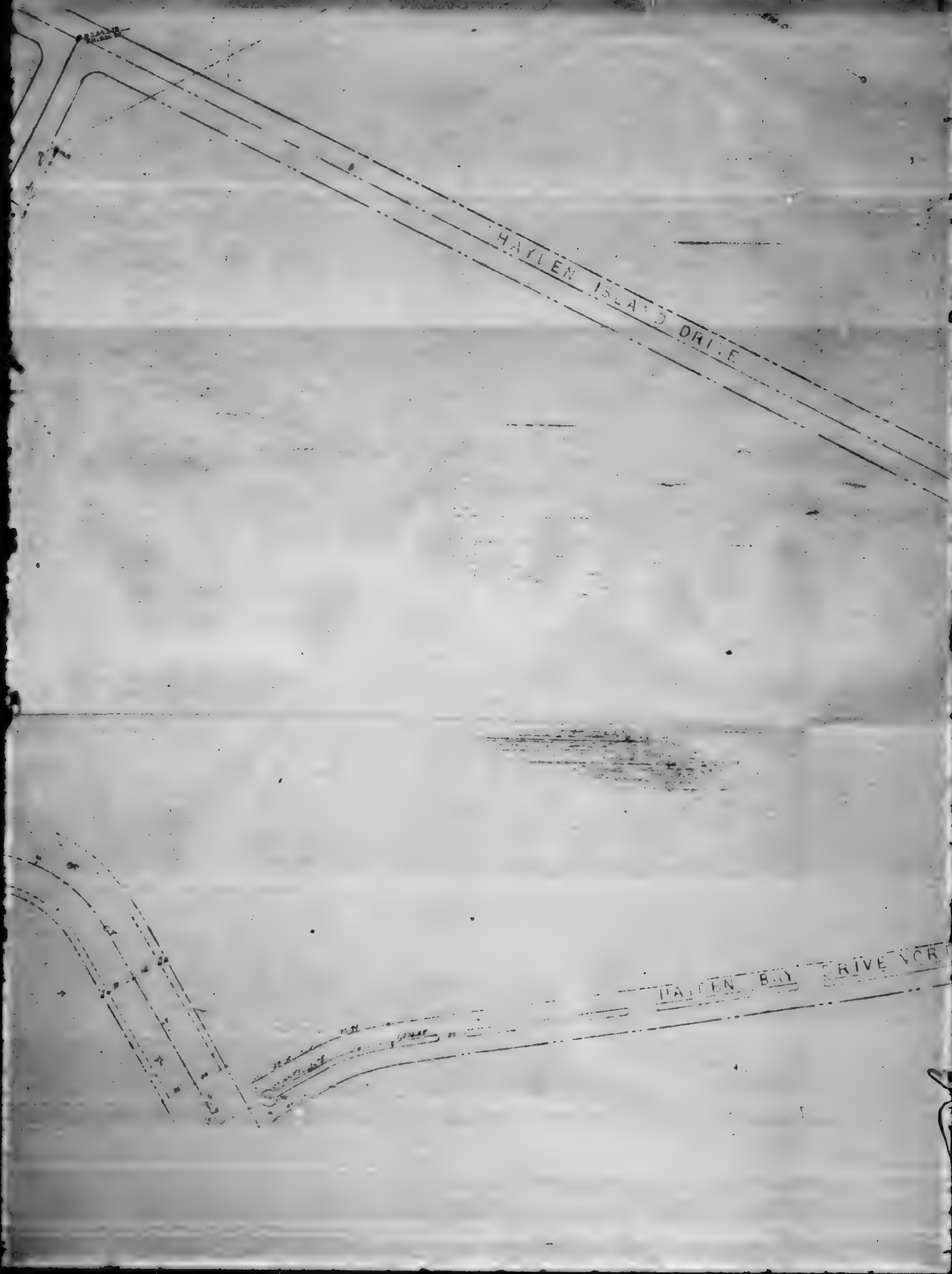
RIVER

S 67° 15' E 3000'

S 68° 10' E 2000'

S 1/4 - SEC 34 - T2N - R1E - WM. 1" = 50'

TO ALCATRAZ ISLAND DRIVE
INTERSTATE HIGHWAY


HAYLEN ISLAND DRIVE
HAYLEN BAY DRIVE NORTH

I A

RIVER

S 67°15'E 300.0'

S 22°10'E 204.6'

S 51°08'E 311.6'

S 61°00'E 1000'

NORTH

Hayden Island Interchange
I-5
Multnomah Co.

TRANSACTION NUMBER 8-33 AND 8-34

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 8-12-70

BY (Signature): MR. YOUNG'S JULY 24, 1970 LETTER

TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 620 THRU 621

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
620	I-5-1(73)50	0.92	165,000	152,000	I-5 ROGUE RIVER INTERCHANGE	ILLUMINATION, MINOR SAFETY AND GUARDRAIL
621	I-5-6(69)309	0.28	860,000	801,900	JANTZEN BEACH INTERCHANGE	GRADE, DRAIN & HIGH TYPE PAVEMENT 6 - 12' LANES AND ILLUMINATION.

Young
8-18-70

REMARKS (Division)

For 8-11-70 620 621

NOTED
F. B. KLABOE

NOTED
TOM EDWARDS

RECEIVED
AUG 17 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DEPARTMENT
AUG 19 1970

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		8-12-70	R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-95

RECEIVED
SEP 15 1970
FOR

I-5-6(47)309
2489

COUNTY COMMISSIONERS
M. JAMES GLEASON, Chairman
L. W. AYLSWORTH
DAVID ECCLES
DONALD E. CLARK
MEL GORDON

Multnomah County Oregon

R. L. NORDLANDER, DIRECTOR, DEPARTMENT OF PUBLIC WORKS
MAIN OFFICE (503) 233-5861 ■ 2115 S. E. MORRISON STREET ■ PORTLAND, OREGON 97214

August 12, 1970

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention Mr. H. S. Cox, County and City Engineer

Gentlemen: Re: Illumination Jantzen Beach Interchange

In reply to your letter of July 22, 1970 requesting Multnomah County's consideration and approval to assume the power cost upon completion of the illumination of the Jantzen Beach Interchange, we do not feel that Multnomah County can participate at this time. Increased operating costs have taxed budgets to a point where we must eliminate any increase in operating costs where possible. We are currently studying various programs which would allow additional capital for projects such as the illumination of Jantzen Beach Interchange, but until additional revenue is made available we must deny any request which would involve further financial burden on the Department.

A County Service District has been formed at Hayden Island for the purpose of providing street lighting. We would suggest that you contact Mr. Les Buell of Hayden Island, Incorporated, and discuss the possibility of incorporating this interchange lighting with the roadway lighting program as established by the County Service District.

A.L.J. 70
Agreement that State will pay Power costs

Very truly yours,

NOTED
A. E. JOHNSON

Robert L. Nordlander

ROBERT L. NORDLANDER, Director
Public Works

RLN:gh

RECEIVED
COUNTY & CITY SECTION
AUG 14 1970
ENGR. [ ] [ ] [ ] [ ]
[ ] [ ] [ ] [ ]

RECEIVED
AUG 14 1970
OFFICE OF
STATE HIGHWAY ENGINEER

cc: R. L. Potts
Emil Lundak
F. B. Kolar
A. E. Johnson
Jason Merchant

91-4

Form Approved. Budget Bureau No. 04-R0001.

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

RECEIVED SEP 28 1970

NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION

AERONAUTICAL STUDY NO. [illegible]

FAA WILL COMPLETE AND RETURN THIS FORM IF ONE OR MORE OF THE FOLLOWING IS APPLICABLE. OTHERWISE SEPARATE ACKNOWLEDGMENT WILL BE ISSUED.

A. A STUDY OF THIS PROPOSAL HAS DISCLOSED THAT THE PROPOSED STRUCTURE:

☒ DOES NOT REQUIRE A NOTICE TO FAA.

☐ WOULD NOT EXCEED ANY STANDARD OF PART 77 AND WOULD NOT BE A HAZARD TO AIR NAVIGATION.

☐ SHOULD BE MARKED AND LIGHTED PER FAA "OBSTRUCTION MARKING AND LIGHTING" ADVISORY CIRCULAR 70/7460-1.

☐ PROMPT SUPPLEMENTAL NOTICE [illegible]

B. COPY SENT TO ☐ YES ☐ NO

SIGNATURE OF FAA OFFICIAL | DATE 8-31-70

1. NATURE OF STRUCTURE (Complete both A and B below)

A. (Check one)
☒ NEW CONSTRUCTION ☐ ALTERATION 8-7-70

B. (Check one) F-5-6(49)305
☒ PERMANENT ☐ TEMPORARY (State length of time) _____ Mos.

2. NAME AND ADDRESS OF INDIVIDUAL, COMPANY, CORPORATION, ETC. PROPOSING THE CONSTRUCTION OR ALTERATION (Number, Street, City, State and Zip Code)

1127

TO Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

CW

3. TYPE AND COMPLETE DESCRIPTION OF STRUCTURE

Light poles with lights for Jansen Beach Interchange on Interstate 5.

NOTED F. B. KIMBLE 9-28-70

copies REFERRED TO Yancy Hall By Asst. Sec. - Prog. Engr

4. LOCATION OF STRUCTURE

A. COORDINATES (To nearest second) LATITUDE			LONGITUDE			B. NEAREST CITY OR TOWN, AND STATE	
°	'	"	°	'	"	Vancouver, Washington	
45	36	46	122	40	35	(1) DISTANCE FROM 4B: 3,000' MILES	(2) DIRECTION FROM 4B: Southerly

C. NAME OF NEAREST AIRPORT, HELIPORT, OR SEAPLANE BASE: Pearson Airport | (1) DISTANCE FROM NEAREST POINT OF 4C: 4,500' | (2) DIRECTION FROM AIRPORT: Southwesterly

D. DESCRIPTION OF LOCATION OF SITE WITH RESPECT TO HIGHWAYS, STREETS, AIRPORTS, PROMINENT TERRAIN FEATURES, EXISTING STRUCTURES, ETC. (Attach a highway, street, or any other appropriate map or scaled drawing showing the relationship of construction site to nearest airport(s). If more space is required, continue on a separate sheet of paper and attach to this notice.)

Light poles for lighting the Jansen Beach Interchange on Interstate 5 at the south end of the Interstate Bridge.

Poles No. 1, 2, 4, 6, 8 and 12 will be shielded by the existing Interstate Bridge.
See attached sheet for pole locations and elevations.

5. HEIGHT AND ELEVATION (Complete A, B and C to the nearest foot)		6. WORK SCHEDULE DATES
A. ELEVATION OF SITE ABOVE MEAN SEA LEVEL	44.7	A. WILL START: September 1970
B. HEIGHT OF STRUCTURE INCLUDING APPURTENANCES AND LIGHTING (if any) ABOVE GROUND, OR WATER IF SO SITUATED	81	B. WILL COMPLETE: August 1971
C. OVERALL HEIGHT ABOVE MEAN SEA LEVEL (A + B)	125.7	

7. OBSTRUCTION MARKINGS – The completed structure will be:	YES	NO
A. MARKED AS SPECIFIED IN THE FAA ADVISORY CIRCULAR 70/7460-1, OBSTRUCTION MARKING AND LIGHTING		X
B. LIGHTED AS SPECIFIED IN THE FAA ADVISORY CIRCULAR 70/7460-1, OBSTRUCTION MARKING AND LIGHTING		X

I HEREBY CERTIFY that all of the above statements made by me are true, complete, and correct to the best of my knowledge.

8. NAME AND TITLE OF PERSON FILING THIS NOTICE (Type or Print)
D. J. Barbee
Design Engineer

NOTED TOM EDWARDS

9. SIGNATURE (In ink) D. J. Barbee

10. DATE OF SIGNATURE: 8-7-70

11. TELEPHONE NO. (Precede with area code): 503 378-4558

Persons who knowingly and willfully fail to comply with the provisions of the Federal Aviation Regulations Part 77 are liable to a fine of $500 for the first offense, with increased Penalties thereafter as provided by Section 902(a) of the Federal Aviation Act of 1958 as amended.

FAA Form 7460-1 (11-68) SUPERSEDES FAA Form 117..

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: August 3, 1970

In reply refer to: 08-35-DA

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(-)308
Interstate Bridge - Oregon Slough Section
Pacific Highway (FAP-26)
Project Base Design

Reference is made to your Project Base Design recommendations dated June 23 and our July 16 memorandum regarding the design.

Our original analysis which was based on current AASHO design procedures for flexible pavements indicated that a CBE of 15 inches would be adequate for the ramps. Your proposed design is a CBE of 22.5 inches based on a minimum CBE requirement and with the relatively high traffic coefficient.

The use of a minimum CBE (Based on certain T.C.) has not been formally approved by Public Roads although it has been used in your design of pavements for other projects for several years. Because of the relatively high percentage of heavy trucks expected at this interchange it is agreed that your original design is a reasonable design for the ramps and is approved.

In order to eliminate any future misunderstanding of this nature it is suggested that your design procedures for flexible pavement be submitted for our review.

F. B. KLABOE

NOTED
TOM EDWARDS

orig. to Morgan - RIC 8-7-70

REFERRED TO
Barker
BY ASST. STATE HWY. ENGR.

RECEIVED
AUG 1970
OFFICE OF STATE HIGHWAY ENGINEER

RECEIVED
AUG 7 1970
CONSTRUCTION DIVISION

Routing
Morgan
Decker
Bond
Walker
Boehme
Pease
Swan
Glenn
Litchfield
Gallagher
Stein

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

JUL 21 1970

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

FOR FILING

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: July 16, 1970

In reply refer to: 08-35-DA6

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(-)308
Interstate Bridge - Oregon Slough Section
Pacific Highway (FAR-26)
Project Base Design

Reference is made to your Project Base Design recommendations dated June 23 for the subject project. An analysis of your recommendations has been made based on criteria governing overlay depths to be approved on the Interstate System under IM 21-1-67 and the design of flexible pavement using current AASHO design procedures.

Accordingly an overlay of 3 inches of asphaltic concrete (instead of the 5 inches requested) plus appropriate amounts for leveling is considered eligible for Interstate funding. Likewise, our analysis indicates that a CBE of approximately 15 inches (instead of the 22.5 inches proposed) will result in satisfactory and adequate design for the proposed ramps. Except for the above limitations the proposed design appears satisfactory and is approved.

7-21-70

REFERRED TO
By Asst. State Hwy. Engr.

NOTED
F. B. KLABOE

RECEIVED
JUL 17 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: July 16, 1970

In reply refer to: 08-35-EC

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Routing
1 Gerbee
2 Hall
Olson
Sample
3
Swenson
Trout
Miller
Huffman
Pettit
R. Olson
Carstensen

RECEIVED
JUL 23 1970
DESIGN
DIVISION

SUBJECT: Oregon Project I-5-6(-)
Jantzen Beach Interchange Section
Accommodation of Pacific Northwest Bell
Telephone Company Facilities

Your July 8 request to allow the Pacific Northwest Bell's underground telephone cable to remain in their existing location within the subject section has been reviewed and is approved as an exception to the AASHO, "Policy on the Accommodation of Utilities on Freeway Rights-of-Way." Subject to the following conditions:

1. Access to Manhole No. 75 shall be adjusted to permit entry only from a point outside of the controlled access line.

2. Manhole No. 77 shall be closed.

3. Access to Manhole Nos. 75 and 1291 shall be adjusted so that they are from points outside of any travel lanes or shoulder areas within the interchange.

4. The permit to be issued to Pacific Northwest Bell for this installation is considered to be an integral part of this proposal and as such requires the same review and approval as the original request. This permit must of course comply with the requirements of PPM 30-4.1 and Paragraph 7 of the AASHO policy.

Adjustments to be made by the Tel. Co. and so noted on plans.

NOTED
TOM EDWARDS

RECEIVED
JUL 20 1970
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Barbara Young Morgan
By Asst. State Hwy. Engr.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 17 1970
FOR
I-5-6(49)327
I-7489

Salem, Oregon
July 16, 1970

Jantzen Beach Interchange
I-80N
Multnomah County

M. S. Cox
County-City Engineer

BUILDING

In connection with the Jantzen Beach Interchange project, we contemplate installing tower lighting using 32-1000 watt Metal-Halide lamps mounted on eight 80-foot high towers and 6-1000 watt Metal-Halide lamps on three 80-foot high towers. It is estimated that the yearly power costs will be $1,923.

Will you please contact the Multnomah County Public Works Department to determine if the County will assume the yearly power costs for this interchange lighting.

A. E. Johnson
Assistant State Highway Engineer

ARJ:ms
cc F. B. Klaboe
I. D. Merchant

RECEIVED
JUL 14 1970
FOR FILING

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: July 7, 1970

In reply refer to: 08-35.1

Cancel
TO : Mr. R. H. Porter, State Highway Engineer
Salem, Oregon

Pac E
FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SP

SUBJECT: Oregon Project I-5-6(-)308
Proposed Bus Stops at Hayden Island Interchange

Klaboe F.B. KLABOE D

Mr. Klaboe's May 28 request for reconsideration of the bus stop design on the subject project has been referred to our Washington office. A reply has been received as follows:

> While the State's design is similar to one of the "Red Book" illustrations in that it provides bus stops with connections between "off" and "on" ramps, it is lacking in some of the features considered essential to the safe operation of the bus traffic as well as the regular ramp traffic.
>
> Most of the adversely affecting factors were brought out in the Division's May 15, 1970 reply to the State. Primary among these is the very limited length in which the buses have to make their loading and unloading maneuver. This coupled with the fact that deceleration to the stop condition and acceleration from the stop condition must take place almost entirely on the "off" and "on" ramp roadways could and most likely would lead to vehicular operations which would be somewhat less than desirable.
>
> Although we would not completely eliminate the possibility of bus stops being located within this interchange, the feasibility of providing a safe facility within the restrictive confines of this particular design appears remove. The location of the bus stops adjacent to the interchange as suggested by you and the Division appears to be the most logical alternative.
>
> We do not consider the suggestive examples in the "Red Book" to be out of date. Definite conclusions have not been made as to changes for the revision underway, but it appears that they will not be major. The best new

Mtg to Discuss Alternatives
copies to Crandall Young
1-10-70

(more)

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

reference is "Bus Stops for Freeway Operations" in Traffic Engineering for January 1970. Any design should be above the minimums shown there.

It is suggested that the bus stop arrangement be located outside of the interchange.

Simpson:nig

RECEIVED
JUL 8 1970
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 SOM 10-67

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 25, 1970

SUBJECT:

To: Mr. A. D. Olson
Preliminary Design Engineer

Attention Mr. Don Stoudenmeyer

I have examined the plans of the Hayden Island Interchange section on I-5.

I have come to the conclusion that a weigh scale setup in this area is impossible. Please, therefore, cease to give it any further consideration.

Tom Edwards
Assistant State Highway Engineer

TE:ja

Attachment

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe
E. S. Hunter

NOTED
D. STOUDENMEYER

Note:
This letter refers to the scale site on the Slough Structure between Hayden Island & Denver-Knight interchanges
D.S.

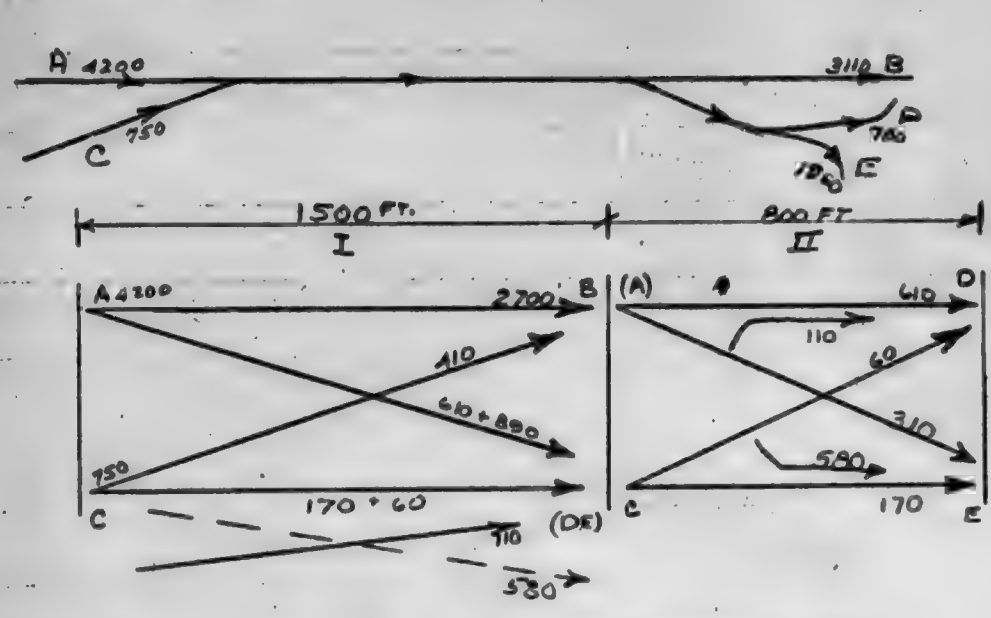
Routing

Barbee	Trout
Hall	Wills
A. Olson	Hecklemen
Sample	Scott
Terpin	R. Olson
Swenson	Carstensen

RECEIVED
JUN 26 1970
DESIGN
DIVISION

WEAVE LENGTH REQUIRED HAYDEN ISLAND TO UNION-SWIFT AVE

12-13-68



SEGMENT I

Movement C-D $170\left(\frac{1500}{2300}\right) = 110$ uph

Movement A-E $890\left(\frac{1500}{2300}\right) = 580$ uph

SEGMENT II

Movement C-D $= 170 - 110 = 60$ uph

Movement A-E $890 - 580 = 310$ uph

WEAVE LENGTH REQUIRED SEG. I.

$V_{w_1} + V_{w_2} + V_{w_3} = 410 + 1500 + 110 = 2020$ uph $= V_{0.97}(2020) = 2080$ pcph

$L_{required} = 1950$ FT HAVE 1500 FT

SEG. II

$60 + 310 = 370$ uph $V_{0.97}(370) = 380$ pcph

$L_{required} = 250$ FT HAVE 800 FT

NUMBER OF LANES REQUIRED SEGMENT I

$K = 2.98$ $N = \frac{V + (K-1)V_{w_2}}{1500} = \frac{4200 + 2(410)}{1500}\ \frac{5020}{1500} = 3.35$ LANES

RECEIVED
JUN 24 1970
FOR FILING

Carried
plat
Pac E
Hayden I.

3455

June 23, 1970

Mr. R. E. Simpson, Division Engineer
Bureau of Public Roads
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: Oregon I-5-6(-)308, Interstate Bridge-Pacific Highway Overcrossing Section, Proposed Bus Stops at Hayden Island Interchange, Your Ref: 62-35-DA

Reference is made to your second denial of our request for the authority to construct bus stop stations at the Hayden Island Interchange. Your solution to the problem is to get the buses off the main highway and through the interchange to the local street system where they should pick up passengers. We submit that this is not a suitable solution to the problem inasmuch as it makes the buses follow a circuitous route in order to serve the area.

We also submit that the philosophy in this case is contrary to that often expressed by the Secretary of Transportation and others in his office. As we understand it, they are requesting that state highway departments do everything within their means to encourage the maximum use of mass transit facilities. This we believe we are doing in our proposal and this we believe is not being accomplished by your counteroffer.

We sincerely request that you once more analyze your position and suggest that if you still find it impossible to agree with our plan, you refer the matter to higher authority.

Very truly yours,

Forrest Cooper
State Highway Engineer

FBK:srb
bc R. L. Porter
F. B. Klaboe
Tom Edwards
Victor D. Wolfe
F. B. Crandall - D. J. Barbee - A. E. Johnson

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: June 9, 1970

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
for Salem, Oregon

SUBJECT: Oregon I-5-6(-)308
Interstate Br.-Pacific Hwy. Overcrossing Section
Proposed Bus Stops at Hayden Island Interchange

Mr. Klaboe's May 28 letter points out the Highway Division's proposed bus-stop design at the Interchange is in general conformance with design criteria set forth in the AASHO Urban Design Policy. It is also indicated that the revised AASHO Urban Design Policy is proposed to retain the section on bus stops essentially unchanged.

Our view on the proposed bus stops remains as stated in our May 15 letter. The geometry and traffic volumes do not add up to an acceptable operational layout.

The inconsistency of some of the examples of freeway bus stops shown in AASHO Urban Design Policy with modern design practices will be brought to the attention of those engineers in our organization involved in rewriting the AASHO Urban Design Policy.

Routing
NO 1 F.B. KLABOE
Trout
RECEIVED
JUN 17 1970
DESIGN DIVISION
A. Olson
Wills
Hackleman
Sample
Scott
Terpin
R. Olson
Carstenson

orig to Barbee
w/file
6-17-70

RECEIVED
JUN 15 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

OREGON STATE HIGHWAY DEPARTMENT

Routing

1 Barbee
2 Hall
3 A. Olson
Sample
Terpin
Swenson
Trout
Wills
Heckleman
Scott
R. Olson
Carstensen

RECEIVED
JUN 19 1970
DESIGN DIVISION

June 18, 1970

Mr. Les Buell, President
Hayden Island, Inc.
Hwy. 99 & Interstate Bridge
Portland, Oregon

Dear Mr. Buell:

Access Control Revision
Hayden Island Interchange

Some time ago you requested an additional access point in the northwest quadrant of the interchange. Since that time we have been negotiating with the Bureau of Public Roads for their approval of the additional access.

The following is quoted from their Memorandum of June 5, 1970:

> "Without a clear plan of proposed development including all important traffic generators, the local street and road network, and the local streets and roads that would be dedicated to public use the requested revision in approved access control cannot be adequately considered."

Can you supply this office with the information requested by the BPR? Could you provide information on building sizes, parking lot capacity, type of business, etc? Have plans for the road network developed so this can also be submitted?

Please contact this office if there are any questions.

A. E. Johnson
Metropolitan Engineer

by

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Assistant Metropolitan Engineer

JHV:lh

cc: D. J. Barbee
James McClure
Don Harwell
Robert Nordlander

6-18-70

RECEIVED
JUN 22 1970
FOR FILING

FORM PR-1240
(REV. 3-70)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-5-6(63)309

STATE PROJECT NO.:

FROM: R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: 535

COUNTY NAME: MULTNOMAH

PROGRAM STAGE (Check): [ ] 1 [X] 2

TO: I-5-6(62)309
7489

MR. FORREST COOPER
STATE HIGHWAY ENGINEER
SALEM, OREGON

Under

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	JUNE 18, 1970	INTERSTATE ROUTE #5 JANTZEN BEACH SECTION

LIMITS OF AUTHORITY
YOU ARE AUTHORIZED TO PROCEED WITH THE ACQUISITION OF THE ONE PARCE, FILE #44125 - ATLANTIC RICHFIELD COMPANY, AS REQUESTED IN MR. YOUNG'S JUNE 10, 1970 LETTER. FEDERAL PARTICIPATION WILL BE LIMITED TO THAT RIGHT OF WAY ACTUALLY INCORPORATED IN THE FINAL LOCATION.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) RELOCATION PAYMENTS.
- [X] ACQUISITION OF RIGHT-OF-WAY FILE #44125 - ATLANTIC RICHFIELD COMPANY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

RECEIVED
JUN 22 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Yours
6-22-70

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
JUNE 18, 1970		DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section Jantzen Beach Interchange Highway Pacific (FAR 26) County Multnomah Prefix 626-1923

Res. Engr. _____ Approx. Length 0.3± Miles. Sta. 85+55± to Sta. 100+25± Date 6-17-70

Mean
Truck A.D.T. 286 Traffic Coefficient 9.2 18 kip s.a. per day 158.6.

Annual Precipitation 44"± Frost Penetration - - - - -.

(1)
Typical Soil
22 LL
0 PI
99 %P 10
8 %P200
1 %Gravel
13 %C Sand
78 %F Sand
8 %Silt
0 %Clay
62 "R" Value

4.0" of Asphaltic Concrete.

8.0" of Plant Mix Bituminous Base

(1) Sand

	CBE Total Req.	Credit	Actual Thick.	
		8.0	4.0	A.C.
		14.5	8.0	P.M.B.B
	*21.5	22.5	12.0	

AASHO CLASSIFICATION:
A-3

MATERIAL SOURCES:
To be determined by the Engineer.

* Minimum for Traffic Classification.

See Page 2 for remarks and
Page 3 for Condition of Mainline.

RECEIVED
JUN 24 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 24 1970
FOR FILING

Submitted by J. W. Yarbrough for Staff Assistant Recommended by John C. Jenkins Engineer of Materials

Recommended by D. L. Decker asst Construction Engineer Approved by [illegible] Asst. State Highway Engineer

R. P. R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Division Geologist
Inventory & Needs Engineer

SECTION: JANTZEN BEACH INTERCHANGE

HIGHWAY: Pacific (FAR 26)

COUNTY: Multnomah

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	P.M.B.B.	3/4"-0 Aggregate Base	Aggregate Base		"CBE" Total Requirement	Actual Thickness
"MAINLINE-NEW WORK"							
(1964-1984) 12.1 (80%)	5.0"	10.0"	—	—	—	28.5"	15.0"

"OTHER ROADS"

NONE

Remarks:

The surfacing thickness design is based on a sand subgrade.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	=	2.0 "	Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.8 "	Crushed Base
1.0"	Cement Treated Base	=	1.8 "	Crushed Base
1.0"	Oil Mat	=	1.1 "	Crushed Base
1.0"	Stone Subbase	=	0.8 "	Crushed Base
1.0"	Lime Treated Subgrade	=	— "	Crushed Base

Above factors apply to materials that comply with Standard Specifications, Supplemental Standard Specifications, and Special Provisions.

JANTZEN BEACH INTERCHANGE

Pacific Highway (FAR 26)

Multnomah County

"EXISTING ROADWAY"

Six test holes were drilled in the subject section in April, 1967.

Visual inspection at the time of the condition survey revealed the A.C. wearing surface to be in fair condition, minor cracking, rutting, and patching throughout the project. The Asphaltic Concrete thickness was 4.5"±, and for computations an average thickness was used and a credit of 1.5" allowed. Additional patching has been placed since the 1967 condition survey was completed. Average depth of the base material was 19.5". In general, tests of this material would meet the requirements for a low type stone subbase. A credit of 0.5" was assigned the base material, and average thickness used for computations.

R = 62
TC = 12.1
CBE Required Thickness = 28.5" (Minimum for Traffic Classification)

A.C. (Average)= 4.5"x 1.8" = 8.0"
Base (Average)= 19.5" x 0.5" = 10.0"
CBE Deficiency = 28.5" - 18.0" = 10.5"
A.C. Deficiency = 10.5" ÷ 2.0 = 5.25"
(1.0" Asphaltic Concrete = 2.0" Crushed Base)

Recommend an 5.0" minimum Asphaltic Concrete Overlay with an extra allowance for leveling, patching, etc.

TRAFFIC ANALYSIS

SECTION: JANTZEN BEACH INTERCHANGE

HIGHWAY: Pacific (FAR 26)

COUNTY: Multnomah

4250 Present ADT (1970)

4.5 Percent Trucks

"INTERCHANGE"

AXLES	ONE WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	120	2.0	240	180	450	162,000
3	15	2.0	30	23	1000	46,000
4	5	2.0	10	8	1250	20,000
5	50	2.0	100	75	3180	477,000
6	0	---	---	---	2570	--- ---
				286	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 705,000

TWENTY YEAR EWL 14,100,000

TRAFFIC COEFFICIENT 9.2

TRAFFIC ANALYSIS

SECTION: JANTZEN BEACH INTERCHANGE

HIGHWAY: Pacific (FAR 26)

COUNTY: Multnomah

40,000 Present ADT (1964)

8.1 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	1075	1.99	2139	1607	450	723,150
3	590	1.99	1174	882	1000	882,000
4	165	1.99	328	247	1250	308,750
5	1410	1.99	2806	2108	3180	6,703,440
6	---	---	---	---	2570	--- ---
				4844 TOTAL		

TOTAL AVERAGE ANNUAL DESIGN EWL 8,617,340

TWENTY YEAR EWL 172,346,800

TRAFFIC COEFFICIENT 12.4

80% Total Truck Traffic
Annual EWL - 6,893,680
20 Year EWL - 137,873,600
TRAFFIC COEFFICIENT 12.1

20% Total Truck Traffic
Annual EWL - 1,723,468
20 Year EWL - 34,469,360
TRAFFIC COEFFICIENT 10.3

JANTZEN BEACH INTERCHANGE
Pacific Highway (FAR 26)
Multnomah County

Station	Hole No.	Depth Inches	Top Size	P3/4"	P4	P10	P40	P200	LL	PI	SE	LAR	Deg.	"R" Value	% Nat. Moisture	CLASSIFICATIO AASHO	Texture
"SV"				Compared to:													
105+20	HA-4	0 - 36"	3"	——	99.5	98.8	85.8	7.6	22	0	——	——	——	62	——	A-3	Sand
"D"																	
90+00	HA-1	0 - 60"	3"	——	99.5	98.8	85.8	7.6	22	0	——	——	——	62	——	A-3	Sand
"BS"																	
92+00	5	0 - 4½"	AC										18.77				
		- 24"	1½"	83.7	29.7	16.3	8.5	5.0	20	0	56.4	14.8	0.6	81	2.7	A-1-a	Si.Sa.Gr.
		- 24"+	——	Compared to:													
				——	99.5	98.8	85.8	7.6	22	0	——	——	——	62	——	A-3	Sand
"E"																	
93+50	HA-3	0 - 12"	Silty Sand														
				Compared to:													
		- 60"	——	——	99.5	98.8	85.8	7.6	22	0	——	——	——	62	——	A-3	Sand
"C"				Compared to:													
92+00	HA-2	0 - 36"	——	——	99.5	98.8	85.8	7.6	22	0	——	——	——	62	——	A-3	Sand
		- 36"+	Gravels														
"A"																	
134+50	6	0 - 4½"	AC										13.69				
		- 13"	3"	66.2	29.1	17.8	11.9	8.6	26	3	18.6	15.7	0.5	65	6.2	A-1-a	Si.Sa.Gr.
		- 13"+	——	Compared to:													
				——	99.5	98.8	85.8	7.6	22	0	——	——	——	62	——	A-3	Sand

RECEIVED
JUN 13 1969

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

I-5-6(63)309
7487

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 11, 1969

In reply refer to: 08-35.7

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Moehring

SUBJECT: Oregon Project I-5-6(63)309
Interstate Bridge South (Hayden Island)
File 42318, Hayden Island, Inc.

Dir to Moehring 6-12-69

In a meeting attended by the Highway Department, Public Roads, and independent fee appraisers it was apparent that the appraisers had not given full consideration to engineering conclusions that the proposed Hayden Island Interchange will handle both existing and future traffic to the property owners' remaining lands better than the existing facility. It was the general conclusion of the appraisers that the proposed interchange will lead to extreme traffic congestion at the access provided to Tomahawk Road. In order to assist the appraisers in valuing the remaining property it was agreed that the State will provide the appraisers with specific traffic data for both the present access and the improved access.

I am concerned about the valuation placed on the remaining property by the appraisers which tends to ignore the possibility of reestablishing service stations adjacent to the proposed interchange. A market analysis was prepared for the Highway Department by Real Estate Research Corporation which indicates that the loss of patronage would be minimal to the service stations if relocated on the east side of the interchange. I believe that if recognition is given to the study an after value conclusion covering the land available for service station sites would be substantially greater than values in the present appraisals. To refuse to recognize such value is in effect to charge the public a much greater amount for acquiring the right of way than the loss suffered by the owner.

It was determined at the meeting that the before and after appraisals should have included the parking land areas adjacent to the west side of the proposed interchange. It was agreed that the present appraisals should be expanded to include the parking area but to exclude the amusement park as well as the existing roller coaster in accordance with previous agreements. The appraisers should be supplied with engineering data that the new interchange will improve access to the area west of the highway.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

During the meeting it became apparent that Fee Appraiser Wilcox needed additional instructions as to the date to value the remaining property. In accordance with your 35-point policy and procedures statement the appraisers should be instructed in accordance with line 31 of your Appraisal Manual which states "The appraiser must assume; A. That the highway improvement is (1) completed according to the construction plan; (2) in operation, and (3) the date of valuation is today." If your Legal Section determines that this is not the proper date a copy of their legal opinion should be submitted to this office.

The review appraisal assigned a taking value of $66,678 covering the acquisition of 4,721 square feet from the Union Service Station. This exceeds the other two appraisals by approximately $30,000 and $36,000. The service station was constructed to conform with the proposed interchange plan. The value of $66,678 was arrived at by an allocation from the before value based upon the income approach. The site is treated as a separate property without considering the availability of the owner's remaining land for replacement purposes. Inasmuch as the appraisals indicate there will be little effect upon the present operation and the fact that the property contains lands beyond the leased area which are available additional support is required for the proposed payment of $66,678.

The appraisers valued the Hayden property by valuing each lease separately. In other words a separate before and after valuation was made on various segments of the property. All appraisers should provide information to the Highway Department as to whether or not this approach to valuation results in any greater or lesser value in either the before or after appraisal than would be arrived at by appraising the property as a whole.

Request Appraisers Walstrom and Haley to support their capitalization rates in accordance with the procedures outlined in the State's appraisal manual.

Federal funds will participate in the cost of securing the expanded appraisal study as well as the appraiser's analysis of the traffic information which is to be provided. The missing appraisal support as requested in the latter paragraphs of this letter should be provided without additional cost. All appraisers should provide a new appraiser's affidavit with their revised appraisals.

Federal participation is withheld in any settlement based upon the present appraisal documentation. As soon as the additional information is available please forward for our review.

RECEIVED
JUN 12 1969
OFFICE OF

RECEIVED
JUN 10 1970
FOR FILING

I-5-6(47)327
7489

June 10, 1970

Mr. R. H. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Project No. I-5-6(65)309
Jantzen Beach Sec. (ROW)
(File 44125-Atlantic Richfield Co.)

Dear Sir:

We hereby request your authorization to proceed with the actual acquisition of the above-listed property on the basis of hardship. The property is included in the right of way as programmed on the subject project.

We are enclosing a copy of Mr. Oakes' Memo of June 3, 1970, with attachments, which sets forth the estimated cost of the property, the conditions which exist, and a sketch map showing the location of the property.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

CL:bb

Enclosure

cc: J. R. Oakes
R. M. Chase
M. Mitchell

OREGON STATE HIGHWAY DIVISION

Routing

1 Barbee
2 Holt
3 A. Olson
Sample
Terpin
Swenson
4 Trout
Wills
Hackleman
Scott
R. Olson
Carstensen

RECEIVED
MAY 29 1970
DESIGN DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

May 28, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Hayden Island Interchange, Interstate Bridge-
Pacific East Undercrossing, Pacific Highway
Multnomah County, Your Reference: 08-35-DA6

This is in reply to your letter of April 29 in which you denied our request for the access point at Station "A" 142+23.12.

At the time this was submitted to you, we felt it was a very logical location which would be approved; therefore, we did not fully explain the need. If you will refer to the layout map previously sent by our letter of April 20, the reasoning behind the proposal can best be explained.

If the proposed access at Station "A" 142+23.12 is permitted, we feel that much of the traffic from the north wishing to go to the east side of Hayden will do so by using this proposed connection to Hayden Island Drive and thence on Hayden Island Drive to the easterly facilities. Conversely, traffic from the easterly side will use the same route the opposite way to go southbound onto the freeway. Our reasoning behind this is that our connecting road under the Interstate bridges will be crowded and Hayden Island Drive will offer a parallel move with less traffic. However, unless the access is at Station "A" 142+23.12, which is a direct crossing to and from the ramp, traffic would not use it readily. This whole plan seems to offer a relief valve for our interchange rather than a hazard.

We request that you reconsider and approve the proposed access north of Station "A" 142+23.12.

Very truly yours,

Forrest Cooper
State Highway Engineer

ORIGINAL SIGNED BY
By E. B. KLABOE

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
D. J. Barbee
A. E. Johnson

RECEIVED
MAY 28 1970
FOR FILING
Const
R/W
Pac Hwy E
Hayden Is.

May 28, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Bus Stops, Interstate Bridge-Pacific E.
Undercrossing Section, Pacific Highway
Multnomah County, Your Reference: 08-35-DA

This is in reply to your letter of May 15 concerning our proposed bus stops at the Hayden Island Interchange. You apparently concur with our thinking that bus service is required in this area; however, you state that our design is not acceptable.

It is requested that you turn to pages 361 through 370 in the AASHO Urban Red Book for standards on bus stops. Our design is almost identical to one of the examples given. We realize the Red Book is under revision at this time but we have seen this revision and make remarks on it as requested by Mr. Loutzenheizer. The section on bus stops in the revised copy is essentially the same as before. If, as you say in your letter, this design is unacceptable, then we had better revise our design manual.

We believe our plan as presented meets the present standards. If not, we would welcome a sketch as to what is acceptable.

Just for the record, at present there are no U-turning buses in the area.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
D. J. Barbee
F. E. Terpin

DNS:jp srb

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 15, 1970

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

KLABOE

SUBJECT: Oregon Project I-5-6(-)308
Interstate Br.-Pacific Highway Overcrossing Section
Proposed Bus Stops at Hayden Island Interchange

Mr. Klaboe's April 30 letter submitted for approval revised drawings of the Hayden Island Interchange which include bus stops and pedestrian overcrossing structures on both sides of the Interstate Freeway. Perpetuation of the existing bus stops and the considerable current bus service to the area is cited to support the bus stops.

The need for bus service to the Hayden Island area either for through buses or for U-turning buses from Oregon or Washington should be supportable by the intensity of development existing and planned in the area. However, the proposed bus stops shown on your preliminary plans are not operationally acceptable on the Interstate ramps. The short bus bays, their positioning with respect to the exit ramp noses, the curvature on the ramps, the connections into the onramps, and the high anticipated traffic volumes all combine to strongly indicate both potential hazard and congestion from slowly maneuvering buses. The pedestrian access to the bus stops also appears extremely awkward.

With the rigid interchange controls the only alternative locations for bus stops are off the Interstate ramps at some location on the connecting roadways. The added distance and time for through buses is a control imposed by the site conditions. Improved pedestrian access for bus patrons may be an offsetting advantage. It is noted that any future or current bus service provided by U-turning buses from Oregon or Washington would not use the proposed bus stops.

Routing 5-19-70

RECEIVED MAY 20 19

REFERRED TO Barbee

DESIGN DIVISION

R. Olson

Carstensen

RECEIVED
MAY 18 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-30 (12-67)

Routing: Barbee, Olson, Sample, Turpin, Swanson; Trout, Wills, Hackleman, Scott, R. Olson, Carstensen

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
MAY 13 1970
DESIGN DIVISION

5821 N. E. Glisan Street
May 7, 1970

44125

SUBJECT: Atlantic Richfield Co. Property
Jantzen Beach Interchange -
Columbia Slough Bridge Section
Pacific Highway
Multnomah County

To: Mr. D. H. Moehring
Right of Way Engineer
State Highway Building
Salem, Oregon 97310

On May 6, 1970, Mr. Ies Buehl of Hayden Island Corporation called me to suggest that we make early acquisition of the above entitled property to enable both Hayden Island and Atlantic Richfield to firm up their arrangements and agreement on a new site and station to replace the one we are taking out.

He informed me that they were anxious to get the thing settled and that it is their proposal that we acquire now with Richfield retaining their station at salvage value or that he will purchase it and remove it to the new site. I advised him that his approach sounded reasonable and that I would discuss it with Richfield and Mr. John Scott and would be in contact with him at a later date to give him our reaction.

I called Mr. Eastman of Richfield this date to confirm the above and to sound him out on the proposal. He informed me that they would like for us to acquire as soon as possible and that they would want to retain at salvage value all of their station and tanks, along with any fixtures which it would be feasible to move to the new site. He further informed me that he is in contact with Mr. W. H. Haskin in connection with acquiring a new site which we are declaring surplus and that they would propose that we work the two deals together. As I am not aware of the details on the surplus, I only told him we would have to work on the basis of reviewed appraisals, if approval could be obtained for the swap. He agreed that he was familiar with our methods of acquisition. Both he and Mr. Buehl requested serious consideration of the proposal.

I discussed the above with John Scott and we decided to submit it in this matter for your consideration and advice.

In the new contract letting schedule just received, it is noted that March 4, 1971, is the proposed date for this section. Inasmuch as that is less than a year away, I consider this a matter of some urgency. Please advise as soon as possible as to how we should proceed.

Discussed w/Klabo — OK for advance purchase. Copy to Oakes for his info. add.

H. V. Jackson
H. V. JACKSON
Assistant District Right of Way Supervisor

HVJ:AR

cc A. E. Johnson
W. H. Haskin

for purchase after programming w/BPR add.

RECEIVED
MAY 8 1970
RIGHT OF WAY

MAY 6 - 1970

I-5-6(67)217
7489

May 5, 1970

Columbia Region Association of Governments (CRAG)
429 S. W. 4th Avenue
Portland, Oregon 97210

Gentlemen:

Attached for your review and comment as District Clearinghouse (re: Executive Memorandum 02-270-20), please find a completed Notice of Intent to apply for federal assistance for the federal-aid project:

Interstate 5 - Pacific Highway East Interchange
Pacific Highway, Multnomah County

As required by said Executive Memorandum, the Notice of Intent has been sent to the State Clearinghouse for review and comment.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attach.

cc: R. E. Simpson, BPR
F. S. Klabee
D. J. Barbee
H. S. Cox
D. H. Moehring
R. L. Schroeder
B. L. Gifford
R. N. Chase
L. W. Rains (attach intent)
G. N. Hopkins (attach intent)
A. E. Johnson (attach intent)

BLG:sw

Salem, Oregon
May 5, 1970

Hayden Island Interchange
Interstate Br-Pacific East U'xing Section
Pacific Highway, Multnomah County

Mr. A. E. Johnson
Metropolitan Engineer
5821 N. E. Glisan Street
Portland, Oregon

Herewith a copy of the Bureau of Public Roads' letter concerning access revision on the subject interchange. In the second paragraph is set forth the desired data.

Please work up recommended column protection and also a before and after value to be received from the property owner. No credit to Interstate funds should be made as the right of way was purchased with State funds prior to 1956.

The Bureau of Public Roads turned down the connection requested. Please inform the property owner of this decision.

D. J. Barbee
Design Engineer

DNS:jp
Attach

Routing

Barbee
Hall
A. Olson
Sample
Terpin
Swenson

RECEIVED
MAY 5 1970
DESIGN
DIVISION

Trout
Wills
Heckleman
Scott
R. Olson
Carstensen

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 29, 1970

In reply refer to: 08-35-DA6

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(63)309
Hayden Island Interchange Section
Proposed Access Control Revisions

Mr. Klaboe's April 20 letter requested approval of two revisions in the access control line along the north side of the roadway which goes under the southerly end of the Interstate Bridge.

There are no objections to moving the access control line southerly in order to accommodate the proposed roadway between the two residential and commercial areas provided satisfactory steps are taken to protect the bridge columns adjacent to the roadway and Interstate funds are credited with an appropriate adjustment in land area.

All right of way negotiations within this Interchange area were based on controlling the access westerly along the northerly side of Hayden Island Drive to Station "A" 145+24.67. Adequate access to the area in question is presently available at approximately Station 3+00 (Hayden Island Drive). The need for controlling the access beyond the intersection of Hayden Island Drive and the frontage road to the south has not changed since the original right of way negotiations were completed. This revision is not approved.

Routing

1 Darbee
2 Hall
3 A. Olson
Sample
Terpin
Swenson

RECEIVED
MAY 1 1970
DESIGN
DIVISION

Tyon
2 Wills
REFERRED TO
BY A. R. Olson DIVI. ENGR.
Carstensen

RECEIVED
APR 30 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

MAY 6 - 1970
FOR FILING
I-5-6(67)3
7489

May 5, 1970

Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 02-270-20, attached is the completed Notice of Intent to apply for federal assistance for a federal-aid project as follows:

State Administrative District No. 2

Federal Aid Interstate	Interstate 5 - Pacific Hwy. East Interchange Pacific Highway, Multnomah County

The estimated date of filing for federal-aid funds on this project is July 1970. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

Attach.

Forrest Cooper
State Highway Engineer

cc: R. E. Simpson, BPR
F. S. Klabee
D. J. Barbee
D. H. Moehring
R. L. Schroeder
H. S. Cox
E. L. Gifford
R. N. Chase

By

L. H. Young
Program and Planning Engineer

BLG:aw

NOTICE OF INTENT - STATE AGENCIES

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Project: Interstate 5-Pacific Hwy. East Intchge.
Pacific Highway, Multnomah County

May 5 1970

FROM: Applicant Agency State Highway Division Salem (Address)

Contact Person L. H. Young 2761 (Phone)

1. Project requires Emergency Board approval of agency federal fund limitation: Yes ..... No X (if "yes", please also submit the information called for on page 3, Notice of Intent)

---

2. Project Location

Administrative District Two (2) City Portland

County Multnomah Special District(s) (if applicable) CRAG

Other affected jurisdictions/agencies -

3. Federal Program

Common Program Name Federal Aid Interstate

Authorizing Legislation Title 23, U.S.C. Highway (Public Law No. and Title)

Fed. Admin. Dept. Department of Transportation Original Application X

Agency Bureau of Public Roads Renewal Application .....

---

4. Estimated Project Cost

Federal Share $ 3,692,000
Loan ..... Grant X
Local Applicant Share (-)
(if any) $ .....
State Agency Share $ 308,000
Other (Specify) $ -

Total $ 4,000,000

Source of State Agency Share

General Fund $ -

Other Funds (specify) $ -

Indirect Cost Reimbursement

No X Yes ..... $ ..... (Approx)

Will Federal share change: No X

Yes, from .....% to .....%

When .....

5. **Period Covered by Projects**

Beginning date July 1970
(Original date, if project covers more than one year)

Length of time (weeks, months, or years) 2.5 years

Approximate ending date March, 1973

Will renewal be requested? Yes..... No X

6. **Estimated Application Filing Date** July 1970

7. **Project Description** - Including statements of relationship to and effects on the objectives outlined in *Goals for a Livable Oregon.* (Use additional sheets as necessary)

INTERSTATE 5 - PACIFIC HIGHWAY EAST INTERCHANGE, Pacific Highway.

This project consists of preliminary engineering, right-of-way acquisition, grading, paving, structures, signing, and incidental work for the reconstruction of the existing facility to present day interstate standards. Access will be fully controlled, with provisions for connections restricted to the interchange complex.

This project is related to the Goals for a Livable Oregon by completing said portion of the Interstate System.

See attached map for geographical location.

RECEIVED
MAY 5 - 1970
FOR FILING

I-5-6(67)309
7487

May 4, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Project No. I-5-6(-)308
Interstate Br.-Pac. E. U'xing

Dear Sir:

We hereby request your concurrence that, based on the following data, design approval had been given prior to the January 18, 1969 effective date of PPM 20-8 for that portion of the subject project from the Interstate Bridge-Oregon Slough Bridge.

The interchange layout was approved by Mr. G. R. Brooks on July 29, 1966.

A public hearing was offered and a letter received from Multnomah County dated January 8, 1968 stating no requests were received for a public hearing.

Your letter of February 2, 1968 on preliminary engineering, Project I-5-6(59)309 authorized the preparation of construction plans (P.S.&E.).

Approval of the project was given by Multnomah County Commissioners on May 17, 1968 and by CRAG on May 31, 1968.

Your letter of July 15, 1968 on Project I-5-6(63)309 authorized the acquisition of the necessary right of way for the project. The acquisition of this right of way was completed on August 19, 1969.

We believe it is evident from the above-cited actions that this portion of the project had progressed by January 18, 1969 beyond the point where you would have given design approval if we had been operating under the provisions of PPM 20-8.

Very truly yours,

Forrest Cooper
State Highway Engineer

By
L. H. Young
Program and Planning Engineer

CL:bb

cc: F. B. Klaboe
R. W. Ellison
R. N. Chase
D. J. Barbee
B. L. Gifford

RECEIVED
APR 30 1970
FOR FILING

Cover
a H
Pac E

Hayden Island Int

April 30, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Hayden Island Interchange, Interstate Bridge-Pacific East Undercrossing Section, Pacific Highway, Multnomah County

Attached are three prints of this interchange revised to include bus stops and pedestrian structures.

As you are probably aware, there are presently bus stops provided at this existing interchange similar to those we now propose. There is considerable bus service to this area and we feel it is necessary to continue it. We also feel the pedestrian structures are required to insure safe crossing of the ramps by the bus passengers.

Your approval of this design is requested so that we may include it in our future project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Attachments

cc: Forrest Cooper
R. L. Porter
Tom Edwards
D. J. Barbee
F. B. Crandall - w/map
A. E. Johnson - w/map

DNS:jp srb

RECEIVED
APR 21 1970

BUREAU OF FIRE

Department of Public Safety

CITY OF PORTLAND, OREGON

I-5-6(69)309
7482

Connie McCready
COMMISSIONER

James H. Riopelle
CHIEF
55 S. W. Ash St., 97204
Phone 228-6141
Ext. 481

April 23, 1970

Mr. F. B. Klaboe
Assistant State Highway Engineer
Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

Re: Interstate Bridge-Pacific East
Undercrossing, Pacific Highway
Multnomah County

This acknowledges your letter of April 21, 1970, concerning the above referenced correspondence. I was not aware at the time of my suggestion that the highway engineer would not be free to choose the design elevation for the structure. I can see now that it would not be economically prudent to redesign and rebuild an existing major structure in order to provide the 16 feet of head clearance needed for a fireboat for the comparatively short period each year when the water is at its highest level.

Thank you for your prompt reply to my suggestion.

Very truly yours,

James H. Riopelle

JAMES H. RIOPELLE
Chief, Bureau of Fire

JHR/mjp

copies 4-27-70
REFERRED TO Barbee - Young
BY ASST. STATE HWY. ENGR

NOTED F. B. KLABOE

RECEIVED
APR 27 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 21 1970
FOR FILING

I-5-6(62)309
H489

April 21, 1970

Mr. James H. Riopelle
Chief, Bureau of Fire
City of Portland
55 S. W. Ash Street
Portland, Oregon 97204

Dear Mr. Riopelle:

Re: Interstate Bridge-Pacific East
Undercrossing, Pacific Highway
Multnomah County

Reference is made to your letter of April 6 regarding right-of-way acquisition on the Interstate 5-Pacific Highway East Interchange Section of the Pacific Highway (I-5) in Multnomah County.

The vertical clearance between the bottom of the present structure and ordinary high water is a little over 11 feet. In order to provide the 16 feet you wish, it would be necessary to remove the existing structure and construct an entirely new bridge. We intend only to widen the existing structure so that the vertical clearance will not be changed. To do other than this would be very expensive and I am certain that approval of the federal officials involved could not be obtained.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klabee
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Tom Edwards
Victor D. Wolfe
D. J. Barbee
Ivan Merchant
L. H. Young

DEK:jp FBK:srb

BUREAU OF FIRE

Department of Public Safety

CITY OF PORTLAND, OREGON

Connie McCready
COMMISSIONER

James H. Riopelle
CHIEF
55 S. W. Ash St., 97204
Phone 228-6141
Ext. 481

REFERRED TO
Admin
BY SECRETARY

April 6, 1970

Klobe

10179

Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Attention: Mr. Floyd Query, Secretary

Gentlemen:

This is in reference to a letter written on March 24, 1970, to the Multnomah County Board of Commissioners, Courthouse, Portland, Oregon 97204. The subject of the letter is the future right-of-way acquisition and construction on the Interstate 5-Pacific Highway East Interchange Section of the Pacific Highway (I-5), lying in or near the City of Portland, Multnomah County, Oregon. We received a copy of the letter and enclosures from your office and a request for comment.

We furnish fire protection under contract to some properties in the area involved. Our only concern would be the overhead clearance for the passage of fireboats. Our fireboat presently requires a minimum head clearance of 16 feet. If it is practicable in the design of the structure to assure this clearance above high water, it would be helpful for the fire protection of properties on and adjacent to those waterways.

Very truly yours,

James H. Riopelle

JAMES H. RIOPELLE
Chief, Bureau of Fire

JHR/mjp

enc

cc: M. James Gleason, Chairman
Multnomah County Board of Commissioners

RECEIVED
APR 7 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FLOYD QUERY

RECEIVED
APR 7 1970
OREGON
STATE HIGHWAY COMMISSION

4-9-70
REFERRED TO
Edwards Young Barbur Merchant
BY ASST. STATE HWY. ENGR

Dedicated to the saving of life and property from fire.

CERTIFIED MAIL

BUREAU OF PURCHASES
RECEIVED
MAR 25 1970
AM 7 8 9 10 11 12 1 2 3 4 5 6 PM

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

March 24, 1970

Multnomah County Board of Commissioners
Courthouse
Portland, Oregon 97204

Attention: Hon. M. James Gleason, Chairman

Gentlemen:

The Oregon State Highway Commission has proposed plans for future right-of-way acquisition and construction on the Interstate 5-Pacific Highway East Interchange Section of the Pacific Highway (I-5), lying in or near the City of Portland, Multnomah County, Oregon. The proposal consists of reconstruction of the existing facility to present day interstate standards. Access will be restricted to the interchange complex via local connections and will be fully controlled. The proposal is approximately as shown shaded on the attached map.

In conformance with federal regulations and state statutes, the Highway Commission will have a notice published in the appropriate newspapers in the vicinity. The federal requirement is that the notice appear for two successive weeks, so it will appear in the Friday, March 27, 1970, and Friday, April 3, 1970, issues of the papers, or the nearest publication date thereto. This notice is to inform interested persons of the proposal and to afford them an opportunity to request a corridor-design hearing if they so desire.

This notice will contain information asking that requests for a hearing be directed to the Multnomah County Board of Commissioners. The deadline for such a request has been set as Friday, April 17, 1970.

A reply as to whether or not any requests for a hearing are received would be appreciated by Friday, April 24, 1970.

Very truly yours,

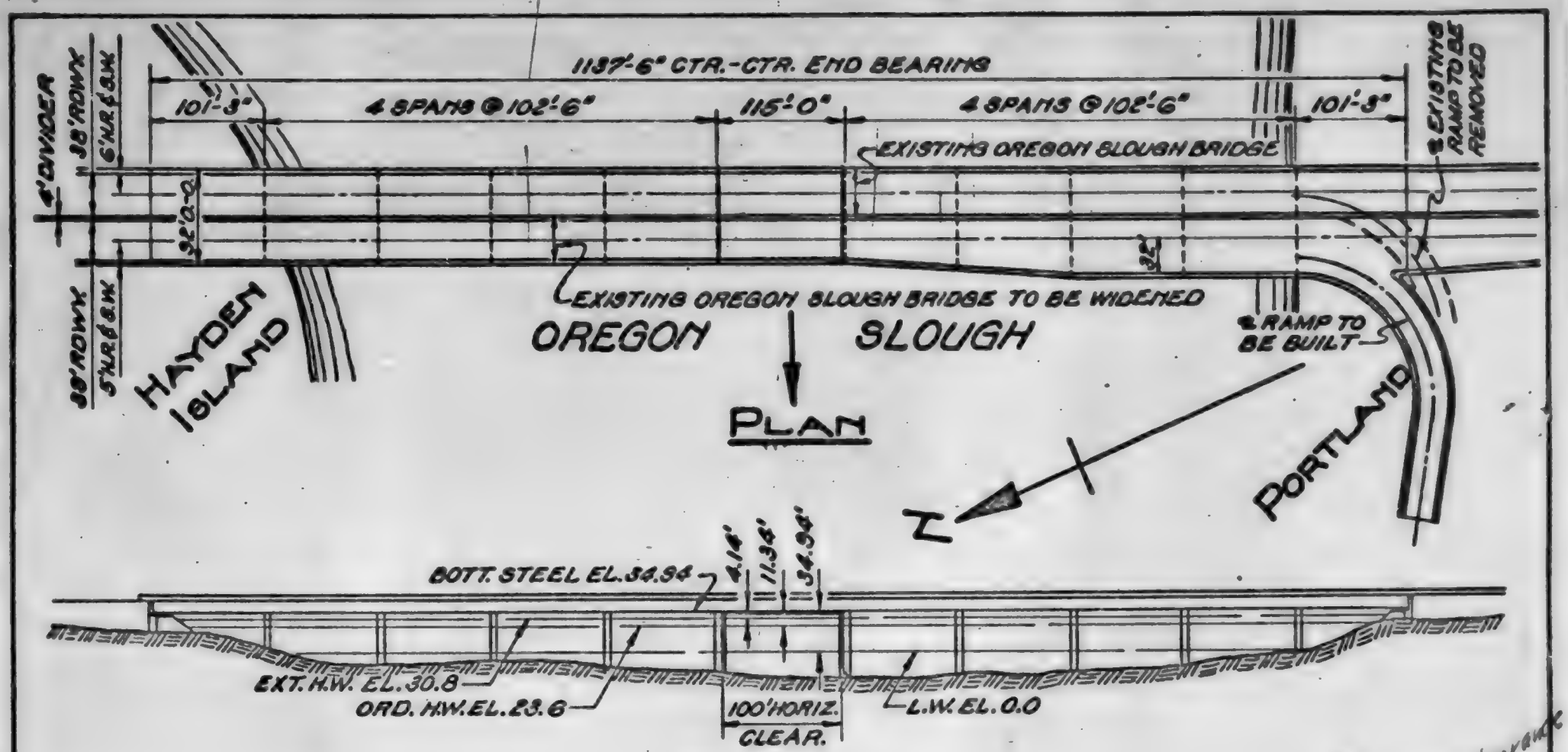
Floyd Query

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

DNH:mm
Att: Map

cc: Please see second sheet

RECEIVED
APR 7 1970
OREGON
STATE HIGHWAY COMMISSION



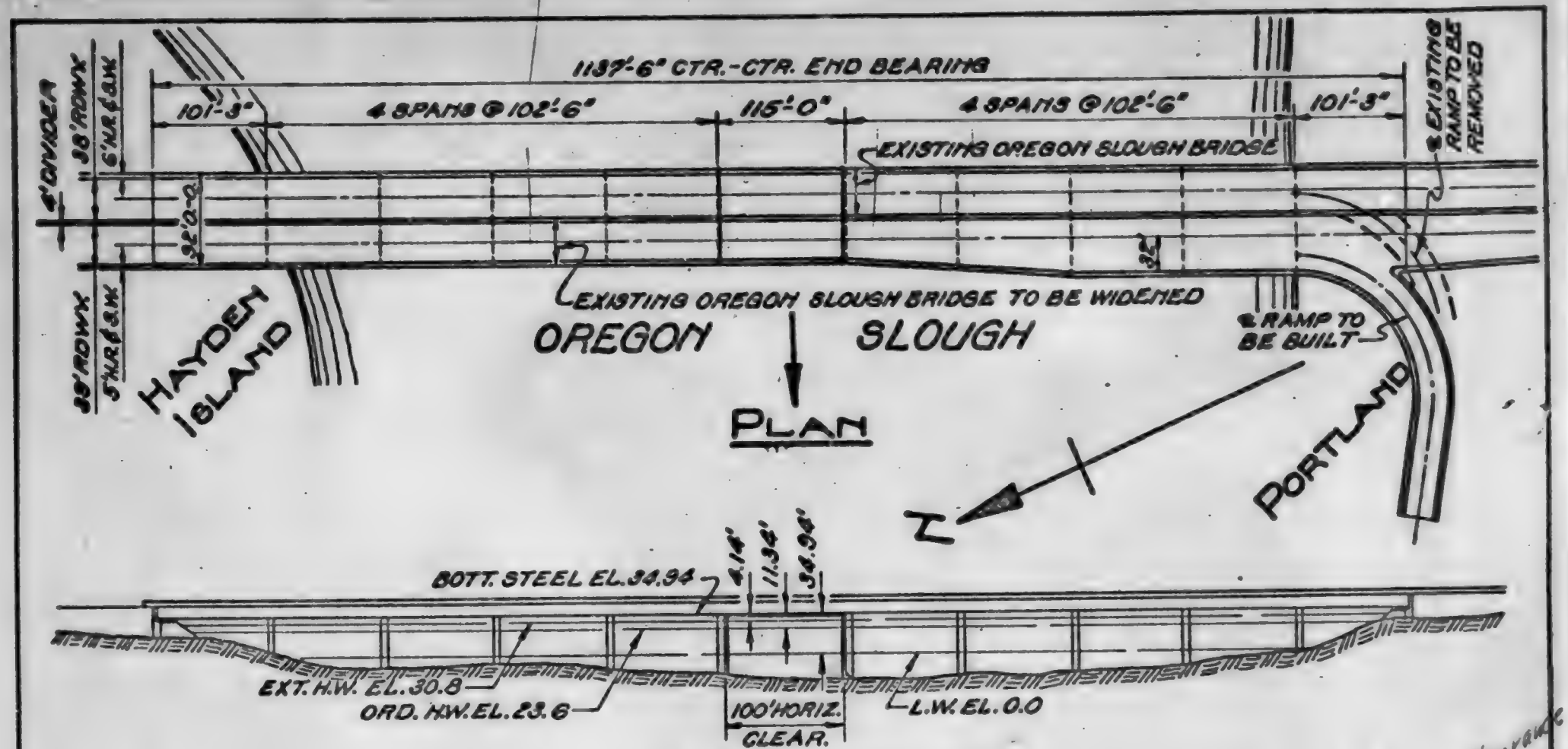
34.94
23.6
11.34 Vert Clearance

INSTALLATION OF DRAW BRIDGE:

REQUIRED THAT: AT ANY TIME IN THE FUTURE, WITHIN SIX MONTHS OF THE DATE OF ISSUANCE OF NOTICE BY THE SECRETARY OF THE ARMY THAT THE INTERESTS OF NAVIGATION DEMAND SUCH ACTION, THE HIGHWAY COMMISSION SHALL PROVIDE AND INSTALL READY FOR OPERATION A DRAWSPAN GIVING A HORIZONTAL CLEARANCE OF NOT LESS THAN ONE HUNDRED FEET MEASURED AT RIGHT ANGLES TO THE AXIS OF THE CHANNEL AND SUCH VERTICAL CLEARANCE AS MAY BE PRESCRIBED BY THE SECRETARY OF THE ARMY.

RECONSTRUCTION OF BRIDGE OVER OREGON SLOUGH AT PORTLAND

PACIFIC HIGHWAY - MULTNOMAH CO.
SEC. 34 - T2N - R1E - W.M.
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
FEB. 8, 1957 SHEET 2A OF 3



34.94
23.6
11.34' Vert Clearance

INSTALLATION OF DRAW BRIDGE:

REQUIRED THAT: AT ANY TIME IN THE FUTURE, WITHIN SIX MONTHS OF THE DATE OF ISSUANCE OF NOTICE BY THE SECRETARY OF THE ARMY THAT THE INTERESTS OF NAVIGATION DEMAND SUCH ACTION, THE HIGHWAY COMMISSION SHALL PROVIDE AND INSTALL READY FOR OPERATION A DRAWSPAN GIVING A HORIZONTAL CLEARANCE OF NOT LESS THAN ONE HUNDRED FEET MEASURED AT RIGHT ANGLES TO THE AXIS OF THE CHANNEL AND SUCH VERTICAL CLEARANCE AS MAY BE PRESCRIBED BY THE SECRETARY OF THE ARMY.

RECONSTRUCTION OF BRIDGE OVER OREGON SLOUGH AT PORTLAND

PACIFIC HIGHWAY - MULTNOMAH CO.
SEC. 34 - T2N - R1E - W.M.
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
FEB. 8, 1957

SHEET 2A OF 3

FORM E-30 50M 10-68

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 31, 1970

SUBJECT: Hayden Island Interchange
I-5

To: Mr. D. J. Barbee
Design Engineer

B U I L D I N G

Attention: A. D. Olson

We have reviewed the subject interchange with respect to a new access point at "A" line station 142 + 23.12. This proposed four-way intersection will operate at design capability (level of service "C") for 1990 traffic. However, it should be noted backup will occur through the intersection of Hayden Island Drive for 1990 peak hour traffic. The north leg of this intersection should provide at least 150 feet of storage and the west leg should be 400 feet minimum.

It should be noted that this intersection will in no way affect the operation of the interchange proper, the backup during peak hours will occur on Hayden Island Drive.

Robert L. Schroeder
Assistant Traffic Engineer

TS:bls

Routing

Barbee
Hall
1 A. Olson
Sample
Terpin
Swenson

RECEIVED
APR 1 1970
DESIGN
DIVISION

Trout
Wills
Heckleman
Scott
R. Olson
Carstensen

FORM E-30 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
March 18, 1970

To: Mr. D. J. Barbee
Design Engineer
State Highway Building
Salem

SUBJECT: File No. 42318
Hayden Island Interchange
Pacific Highway
Prefix No. 626-1923

ATTENTION: A. D. Olson

We have previously submitted a request from Les Buell of Hayden Island Inc. for an additional access point. Mr. John K. Scott estimates that the land involved is worth $6,000. He does not see any value to either party as far as the access itself is concerned.

If a more formal estimate is required, please advise.

A. E. Johnson
Metropolitan Engineer

By:

J H Versteeg

J. H. Versteeg
Assistant Metropolitan Engineer

JHV:pb

Enc

cc: John K. Scott
James D. McClure

REFERRED TO
Olson
Design Engr.

Where do we stand.

Routing

1 Barbee			Trout
2 Hall	RECEIVED		Wills
3 A. Olson	MAR 19 1970		Hackleman
Sample			Scott
Tarpin	DESIGN DIVISION		R. Olson
Swanson			Carstensen

BP 52475-734

FORM S-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

5821 N. E. Glisan Street
March 5, 1970

SUBJECT: File No. 42318 -
Hayden Co., Inc.
Jantzen Beach Section
Pacific Highway
Multnomah County

To: Mr. A. E. Johnson
Metropolitan Engineer
B U I L D I N G

Attention Mr. J. H. Versteeg

This is with reference to the change of access proposal for the subject property as diagramed on the owner's map, a print of which you furnished us with your request for an evaluation.

Under the State's design for service to the remainder at the time of the taking, there was no damage paid the remainder for access control. Hence, under the owner's new proposal, we see no value to either party for the proposed new access. However, according to the mapping and by rough computations, the owner's proposal would require approximately 6,000 square feet of land presently in State ownership. We would estimate value of this parcel to be approximately $6,000.00.

In the event the owner's proposal was approved by the division, we would expect to receive a request for the formal appraisal through normal channels to determine the value of the parcel of property.

J. Kent Scott

JOHN K. SCOTT
District Right of Way
Supervisor

JKS:AR

cc D. H. Moehring

METROPOLITAN ENGINEER
RECEIVED
MAR 5 1970
ME AME AME MOE ME MTE

Copy to D. J. Barker

FORM S-20-X (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
March 3, 1970

To: Mr. John K. Scott
Right of Way Supervisor
B U I L D I N G

SUBJECT: Access
Hayden Island Interchange
I-5

We have a request from Mr. L. W. Buell, President of Hayden Island Inc. for changes in the lines.

Transmitted are a copy of his letter of February 20, 1970 and a copy of an 1"-50' scale map of the interchange. This map was prepared by Mr. Buell's staff. It shows a revision of the access control line under the Interstate Bridge and a new access in the N.W. quadrant. This access at "A" line 142+23 P.O.T. would connect to a service road that Mr. Buell plans to build.

This request is being submitted to you for your evaluation and an estimate of any value this access change may have.

A.E. Johnson
Metropolitan Engineer

By:

ORIGINAL SIGNED BY
J. H. VERSTEEG

J.H. Versteeg
Assistant Metropolitan Engineer

JHV:pb

Enc

cc: James McClure
J. J. Barbee

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
March 3, 1970

SUBJECT: Hayden Island Interchange
I-5
Prefix 626-1923

To: Mr. D. J. Barbee
Design Engineer
State Highway Building
Salem

ATTENTION: A. D. Olson

Transmitted is a request from Mr. L. W. Buell, President of Hayden Island Inc. Mr. Buell has requested three changes in our proposed plans for the Hayden Island Interchange.

The first request is to relocate the access control line under the south end of the Interstate Bridge. This request was previously submitted to your office and we have no objection to this change.

The second request is for a new access point at "A" line station 142+23.12. The service road layout and access to the interchange at this point was discussed with Nordlander of Multnomah County. He would recommend that this access be allowed based on better traffic handling possibilities.

The third request is for us to continue the sidewalk along the right of way line to the end of access control lines adjacent to the Safeway store parking lot. This does not appear to be a very desirable situation. However, Mr. Buell pointed out we do have several more sidewalks in the area. Pedestrians are going to be a problem in this interchange regardless of what we do.

We have requested a study and evaluation of the additional access at "A" line station 142+23.12 from John Scott. This will be submitted when it is complete.

Routing

Barbee		Trout	✓
Hall	RECEIVED	Wills	
✓ A. Olson	MAR - 4 1970	Heckleman	
Sample		Scott	
Terpin	DESIGN DIVISION	R. Olson	
Swenson		Carstensen	

A. E. Johnson
Metropolitan Engineer

By: J H Versteeg

J. H. Versteeg
Assistant Metropolitan Engineer

JHV:pb

Enc

cc: James D. McClure

SP 52670-734

HAYDEN ISLAND INC.

HIGHWAY 99 AND INTERSTATE BRIDGES • PORTLAND, OREGON 97217 • PHONE 289-5555

February 20, 1970

State Highway Department
State of Oregon
5821 N.E. Glisan
Portland, Oregon97213

Attention: Mr. J.H. Versteeg

Gentlemen:

We hereby request that the Highway Department consider the following changes in the proposed interchange at Jantzen Beach on Hayden Island:

1. Relocate access control on north end under the bridge to allow the construction of our Island road system outside of the interchange.

2. Proposed access road to connect on north side with the extension of Hayden Island Drive, at Station A 142 + 23.12.

3. Relocate access control fence and extend sidewalk to the pedestrian crossing.

We believe all of these items will be helpful in moving people and traffic outside of the interchange pattern which should help to avoid congestion in the future within the interchange.

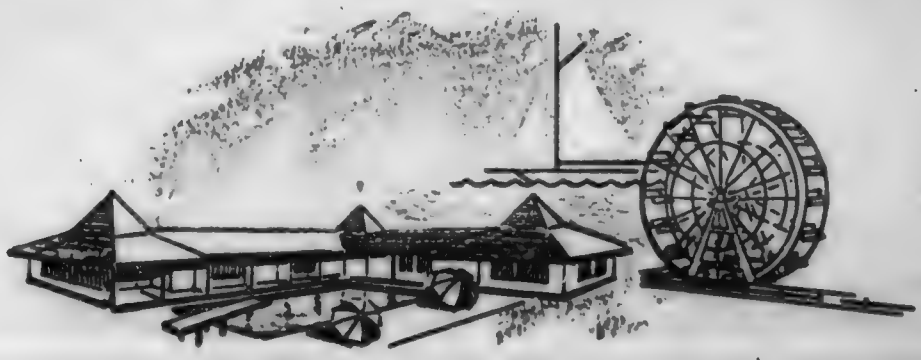
Best regards,

L.W. Buell
President

LWB/ep

METROPOLITAN ENGINEER
RECEIVED
FEB 20 1970
ME AME AME MOE MOE MTE

JANTZEN BEACH PARK 289-5555
HAYDEN ISLAND MOORAGE 289-0809
HAYDEN ISLAND MOBILE HOME VILLAGE 285-9437



RECEIVED
FEB 27 1970
FOR FILING

I-5-6(69)309
7487

February 19, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97301

Project No. I-5-6(68)309
Jantzen Beach Section
(Right of Way)

Dear Sir:

We are forwarding for your approval PR-9 forms for the southerly extension of the subject project to include the right of way required for the Denver-Swift interchange.

We also request concurrent with your approval of the program change, authorization to proceed with all phases of the additional right of acquisition. The property owner of the major portion of this additional right of way was also the owner of the property previously acquired in the Hayden Island interchange under this project. We are enclosing a copy of Mr. Oakes' memo of February 11, 1970 setting forth the estimated cost of the property and relocation assistance, and two copies of right of way involved outlined in red. Your letter of January 26, 1970 approving the interchange layout also approved our proposal to acquire this property.

The preliminary engineering work covering this section is being accomplished on project I-5-6 (59) 309 under which P. S. & E. preparation was authorized by your letter of February 2, 1968.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

CL:aw

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9 (REV. 4-61)

REQUEST FOR
OF INDIVIDUAL PROJEC
(PPM 21-1 A

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 — I-5 Interstate Bridge South 0.66 mile — 69	ADT	57,500	FUTURE (66)	84,600	YEA (70)(71) 8

CARD 3	CHARACTER OF PROPOSED WORK (35 spaces) 26 — Right of Way — 52	NATL. FOREST (63) (64)	FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH 74
---	---	---	---	---	---	---	---	---

CARD 4	CLASS OF FEDERAL FUNDS [1] Interstate	COUNTY NAME
	NAME OF URBAN AREA (17-31) Portland	F.A. SYSTEM Interstate

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE (43 - 46)	STEP (53)	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES (54) (58)	TOTAL COST (59)
1	(1-4)	10	41	42								
5					PE ROW CONST		ITEM AS NOW PROGRAMED Stage 2	535	I-5-6(63)309	I-5 Interstate Bridge South 0.31 mile (Jantzen Beach Section)	0.31	1,500,000
										PROJECT TOTAL	0.31	1,500,000
5					PE ROW CONST		REQUESTED REVISION Stage 2	535	I-5-6(63)309	I-5 Interstate Bridge South 0.66 mile (Jantzen Beach Section)	0.66	1,942,500
										PROJECT TOTAL	0.66	1,942,500

CARD 1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐	REASON FOR CHANGE: To increase the overall length o include the right of way required in the S. W. Qu cost of this additional right of way is $400,000 wi $42,500.
1	COLUMN 14 ——→ CODE 11	CODE 2	

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL:	PROGRAM REVISION REQUESTED	RECOMMENDE
July 15, 1968	DATE: February 18, 1970	DATE
OTHER:	SIGNATURE	SIGNATURE
	XXXXXXXXXXXXXXXX L. H. Young	TITLE: Program & Planning Engineer

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

	ADT	57,500	FUTURE 84,600	YEAR 88	REGION 08	STATE NAME Oregon	STATE CODE 35	APPN. CODE 042	ITEM NO. 535

FOR MISCELLANEOUS FUNDS ONLY

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR

PROJECT NUMBER: PREFIX LETTER(S) I; NUMBER-AGR. NO. 5-6 (63)

I PROJECTS ONLY: POST MI. 309; DESIG.

COUNTY NAME: Multnomah; CODE 051

SYSTEM: Interstate; RTE NO. I; FEDERAL AID I-5; STATE; U.S. I-5

TERMINI	MILES	PROJECT COST: TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
I-5 Interstate Bridge South 0.31 mile (Jantzen Beach Section)	0.31	1,500,000	1,380,000	120,000	ROW purchase includes incidental work and relocation assistance. (Future 6-12' lanes, 10' shoulders 10' to 36' median, widening of one bridge and revision of Jantzen Beach Interchange)
PROJECT TOTAL	0.31	1,500,000	1,380,000	120,000	
I-5 Interstate Bridge South 0.66 mile (Jantzen Beach Section)	0.66	1,942,500	1,788,200	154,300	ROW purchase includes incidental work and relocation assistance (Future 6-12' lanes, 10' shoulders 10' to 36' median, widening of one bridge and revision of Jantzen Beach Interchange)
PROJECT TOTAL	0.66	1,942,500	1,788,200	154,300	

REASON FOR CHANGE: To increase the overall length of the project by 0.35 mile and revise the project cost to include the right of way required in the S. W. Quadrant of the Denver-Swift Interchange. The estimated cost of this additional right of way is $400,000 with relocation of one business at an estimated cost of $42,500.

ION REQUESTED	RECOMMENDED	APPROVED
1970	DATE	DATE
	SIGNATURE	SIGNATURE
L. H. Young Program & Planning Engineer	TITLE	TITLE

ow both classes of funds involved.

USCOMM-DC 48803-P61

7489

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
January 8, 1970

To: Mr. D. J. Barbee
Design Engineer
State Highway Building
Salem

SUBJECT: Portland-Vancouver Bus Company
Hayden Island Interchange
Pacific Highway (I-5)
Prefix 626-1923-901

Recently Mr. James D. McClure contacted the manager of the Portland-Vancouver Bus Line concerning bus service to Hayden Island. A copy of Mr. McClure's letter of December 17, 1969 is attached for your information.

We should design some means of serving this area by a bus stop if possible. Mr. McClure's office will investigate the possibilities.

A. E. Johnson
Metropolitan Engineer

By:

J H Versteeg

J. H. Versteeg
Assistant Metropolitan Engineer

JHV:pb

cc: James D. McClure

from Versteeg 1-13-70
Have McClure look also at northbound bus stop on Denver-Swift bridge.

Denver Swift not required per Versteeg letter Jan. 26th
DNS

FORM E-20 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
December 17, 1969

To: Mr. A. E. Johnson
Metropolitan Engineer
O F F I C E

SUBJECT: Portland-Vancouver Bus Co.
Hayden Isl. Interchange
Pacific Highway I-5
ProMix 626-1923

Attention: Mr. J. H. Versteeg

To determine mass transit demands for the subject interchange area, I contacted Mr. Jerry Peck, Manager of the Portland-Vancouver Bus Line, on December 4, 1969, at his office in Vancouver.

I discussed the present and our proposed interchange with him. At present his company has a northbound bus stop just prior to the Interstate Bridge and the southbound stop at the island between the existing ramps.

He stated his approximate schedule as follows:

7:00 A.M. to 8:00 A.M.	- 10 Min.	Intervals	(7 Buses)
8:00 A.M. to 4:30 P.M.	- 30 Min.	"	17
4:30 P.M. to 6:00 P.M.	- 10 Min.	"	9
6:00 P.M. to 8:00 P.M.	- 30 Min.	"	4
8:00 P.M. to 12:00 P.M.	- 60 Min.	"	4
			41 ?

a9Q.

Estimated average normal volume at 75 passengers daily with a summer increase to 150 passengers per day, from the subject interchange. The increase would be due to the Jantzen Beach amusement park.

Mr. Peck stated that with the new interchange he would have to cut the service to a minimum due to the additional time it would require circulating through the interchange area. He naturally would like some type of a bus facility built into the interchange.

James D. McClure
Resident Locating Engineer

JDM:lh

METROPOLITAN ENGINEER
RECEIVED
DEC 17 1969
ME AME AME TOE MDE MTE

RECEIVED
DEC 5 - 1969

FORM E-20-X (12-67)

FOR FILES

I-5-6(69)302
7489

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

December 2, 1969

To: Mr. Lloyd P. Shaw
Assistant State Highway Engineer
O F F I C E

SUBJECT:

As you know, we are proceeding to finalize the design of the Hayden Island Interchange on I-5. The question of whether or not the tourist information building should be continued at its present location has come up.

It appears to us that this is not a good location for such a facility and we would like you to give us the benefit of your thinking. Mr. Barbee has maps, et cetera, to show you some of the problems involved with the installation.

Copy - Crandall Hunter (Portland) 12-2-70

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: D. J. Barbee
A. E. Johnson

12-19-69 Shaw advises us to abandon tourist info center when it now exists. Still to be utilized for other uses.
FBK.

cc Shaw Edwards
Porter 12-30-69
Barbee

NOTED
TOM EDWARDS

RECEIVED
NOV 10 1969

FOR FILE

I-5 6(67)305
7487

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
November 10, 1969

SUBJECT:

To: MEMO TO THE FILE

It is our desire to contract the Hayden Island Project on I-5 in order to complete it in the late summer or early fall of 1971. Mr. Barbee should therefore finish up the design work and complete the plans. He should also furnish Mr. Merchant with the latest information necessary for the revisions that will be required to the Oregon Slough Bridge.

If possible, I would like to be prepared to let the whole job, including the structure work, this coming summer. If not, I would like to let the job in two parts with the grading work for the interchange to be done this summer and the structure to be let as soon after as possible.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Tom Edwards
D. J. Barbee
Ivan Merchant

RECEIVED
AUG 21 1969

Cont
file
Fac E

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: August 15, 1969

In reply refer to: 08-35.1

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(63)309
Hayden Island-Jantzen Beach Section
Pacific Highway
Multnomah County
File Number 42318

In response to Mr. Oakes' August 12 request your Option in connection with the subject file is approved in the amount of $1,380,000.

The questions raised in my June 11 letter were superseded by the agreements reached in our meeting with the State on July 10. In reference to Mr. Backlund's June 24 letter which I presume refers to Federal-aid Preaudit Ineligibility Notification No. 35-69-PIN-29 will be handled separately from the Option in the usual manner.

Orig & Mailing
Orig 8.15.69

RECEIVED
AUG 15 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 14 1969

Mr. F. B. Klaboe

OREGON STATE HIGHWAY DEPARTMENT

Cover
Ltr
for E.

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

August 12, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Oregon Project I-5-6(63)309
File Number 42318
Hayden Island-Jantzen Beach Section
Pacific Highway
Multnomah County

Dear Mr. Simpson:

NOTED
F. B. KLABOE

Please refer to Mr. Moehring's letter to you of July 31, 1969, and your reply of August 5, 1969, on the above subject. I am enclosing two copies of a revision of the Option previously submitted as executed by Mr. Buell on August 12, 1969. The terms of this option have been checked by our Legal Section and comply with the provisions that were subsequently incorporated into the Option submitted on July 31, 1969.

It is my understanding that this Option is based upon appraisals made for a slightly different description and that you had requested the present revision and approved the use of the previous revised amount as the basis for negotiation.

If you approve the Option, we request that you clear the appraisal questions brought forth in your letter of June 11, 1969, and Mr. Backlund's letter of June 24, 1969. We will submit this Option to the Highway Commission on August 19, 1969, providing we have your approval.

Very truly yours,

G. E. ROHDE
Chief Counsel
ORIGINAL SIGNED
JOHN R. OAKES
John R. Oakes
Assistant Right of Way Engineer

RECEIVED
AUG 13 1969
OFFICE OF
STATE HIGHWAY ENGINEER

JRO:GZ
Attachments
cc R. L. Porter, D. J. Barbee, F. C. McKinney, F. B. Klaboe, V. E. Skoog, A. R. Riveness, L. H. Young, G. E. Rohde, M. R. Mitchell

RECEIVED
AUG 11 1969
FOR FILING

FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

Count
RLW
Pac Hwy E

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 5, 1969

In reply refer to 08-35.1

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Moehring

SUBJECT: Oregon Project I-5-6(63)309
Jantzen Beach Section
File 42318, Hayden Island, Inc.

Right of Way Engineer Moehring's letter of July 31 requested approval or disapproval of an option dated July 30 covering the acquisition from Hayden Island, Inc.

The problems incident to clearing title suggest that a determination at this time would be premature and may adversely affect negotiations. For this reason it is prudent to defer action pending further negotiations.

Within a very short time, and prior to the expiration of the option, I will be happy to review your request.

Orig to Moehring 8.6.69

E. B. KLABOE

RECEIVED
AUG 6 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 4 - 1969
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

Court
4th
Pac 6

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

July 31, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon 97301

File 42318
Hayden Island, Inc.
Jantzen Beach
Multnomah County
Pacific Highway

Dear Mr. Simpson:

This afternoon I handed Mr. Mathias an executed option on the Hayden Island property.

Would you please review this option agreement and favor me with an immediate reply concerning your approval or disapproval. You will note that this is a short-term option.

Very truly yours,

G. E. ROHDE
Chief Counsel

ORIGINAL SIGNED
D. H. MOEHRING

D. H. Moehring
Right of Way Engineer

DHM:JP
cc R. L. Porter
F. B. Klaboe
L. H. Young
V. E. Skoog
G. E. Rohde
M. R. Mitchell

NOTED
R. L. PORTER

RECEIVED
AUG 1 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 8 - 1969
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

July 1, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Proj. No. I-5-6(63)309
File 42318
Hayden Island Corp.
Hayden Island-Jantzen
Beach Section
Pacific Highway
Multnomah County

NOTED
F.B. KLABOE

Dear Mr. Simpson:

Reference is made to your memo dated June 24, 1969. Article 5.77 of the Oregon State Highway Department Right of Way Manual does not require the District Appraiser to make an estimate of the fee for equipment appraisals. It does require that the District Appraiser consider the fee to be reasonable. When not considered reasonable, he is expected to make an effort to get it adjusted or secure another's services.

Bishofberger's fee of $635 involved equipment in Standard, Shell, and Union service stations which averaged $210 each. By any standards this fee is reasonable.

Portland Sign & Neon appraised 24 signs for a fee of $612, an average of $25 each. (Union Oil for $111 and Denny's sign for $90.) These are certainly reasonable fees.

General Appraisal Co. submitted an estimate of $3,500 for Waddles Restaurant and $1,500 for Denny's Restaurant. Our District Appraiser complained bitterly about these fees, but to no avail. For many years the Metropolitan Office has not encountered appraisal of restaurant equipment of this magnitude and, therefore, had no fees for comparison. In the face of having to secure two appraisals there was no alternative but to assign to General Appraisal Co. General and Northwest Hotel are the only two restaurant equipment appraisers available in the area.

Another contributing factor to the size of the fees was the fact that the appraisers could only work at slack hours in the restaurants. This created considerable inefficiency on the part of the men doing the appraisal.

General Appraisal Co. appraised Shell and Standard stations for $1,200, an average of $600 each. Their fee for Union Oil was $700. This does not seem out of line considering their procedure is much different than Bishofberger's.

Again it was necessary to have two appraisals and again we have only two sources in the Portland area. Northwest Hotel Supply appraised Denny's Restaurant for $1,600. Being a large chain, Denny's do not use the normal line of fixtures found in nonchain establishments. This created greater problems because Northwest had to go to sources other than their own price listing. Waddles was done for a fee of $2,200 which is within the scope of reason when compared to the fee of General Appraisal Co.

If it is true that our Right of Way Manual does not comply with the regulations of the Bureau of Public Roads, then we should be so advised and appropriate changes will be effected.

In the past it has been our practice to draw up a special contract with Real Estate Research Corp. when securing an economic study and an appraisal. It will be recalled that initially we planned to use Kolberg, Pattee and Walstrom to make appraisals on this file. It was also planned to use Real Estate Research for an economic study. We proceeded with the economic study under contract. Later we were advised that both Kolberg and Pattee had a possible conflict of interest. It was then that we decided to use Wilcox and Haley. The District Appraiser was advised to submit proposals to them. In the normal progression it was overlooked that we had no fee appraisal contract with Haley. We have long been well aware of Mr. Haley's qualifications and the fee was the result of a proposal and its acceptance, therefore, no real harm has resulted. We have since effected a master contract with Mr. Haley and are, therefore, advised of any rates for additional services. To the best of my recollection this was an oversight that has never before occurred and is unlikely to happen again.

Based upon the foregoing explanation, please place the $21,648 in participating status.

Very truly yours,

G. E. ROHDE
Chief Counsel

D. H. Moehring
Right of Way Engineer

DHM-CES:DH
cc R. L. Porter
F. B. Klaboe
L. H. Young
D. J. Barbee
V. E. Skoog
G. E. Rohde
C. E. Smith
J. K. Scott
M. R. Mitchell

RECEIVED
JUL 2 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 1 - 1969
EXT. CIVIL

NOTED
R. L. PORTER

OREGON STATE HIGHWAY DEPARTMENT

Court
nyn
Bae E

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

June 27, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Oregon Project I-5-6(63)309
File 42318-Hayden Island, Inc.
Jantzen Beach Section
Pacific Highway
Multnomah County

Dear Mr. Simpson:

Reference is made to your memo dated June 11, 1969. Following our meeting of June 9, 1969, I received the above-mentioned memo requesting that the appraisers be contacted and provide us with additional appraisal information.

As requested in the first paragraph of the memo, the appraisers were furnished with the traffic information concerning the present and proposed interchange. Our traffic people advised us that they could not state that the new interchange would handle traffic in any greater volume than the existing one, although they did state that they thought the improved interchange would be safer. An accident report of the area was obtained which shows that over the last two years there have been a total of 26 accidents of varying degrees. This information was also submitted to the appraisers.

All of the appraisers agree in their various letters that, based upon the information furnished, the new interchange could not provide any special benefits to Hayden Island, Incorporated.

Your second paragraph discusses the possibility of other locations for the displaced service stations, and asked of the appraisers if they believe

that this would make any material difference in the value of the remainder property.

In various ways, each of the appraisers stated that they did give consideration to the potential development of the additional area, and that in so doing, they applied either separate values for portions of the remaining property or average values based upon the fact that they were unaware as to where these new service stations might be located. All of the appraisers agreed that in the before situation the new service stations will not enjoy the volume and business that presently is enjoyed on the easterly side of Hayden Island.

In the third paragraph it was requested that each appraiser make an appraisal of the existing parking lot that serves the amusement park and other facilities, taking into consideration the existing mode of travel to and from the parking area as compared to the mode of travel made available by the new interchange system.

Appraisers Wilcox and Walstrom indicated that because of the definite unity of use between the parking lot and the other facilities, they would be unable to make a valid appraisal of the parking lot without giving consideration to the other facilities.

Appraiser Haley did make an appraisal of the existing parking lot including the land which is identified as Parcel W-6 in the appraisal report. The before value being $493,436, and the after value being $401,463; leaving a difference of $91,973 for the value of the taking. He has given consideration to the proposed interchange and roadway system and indicates that he finds no special benefits and no damages resulting.

Your fourth paragraph requests that Mr. Wilcox give consideration to instructions in the appraisal manual in respect to his before and after valuations. I believe that he has adequately cleared this point in paragraph four of his letter.

In paragraph five you specifically requested that Mr. Haley make an explanation of the taking value

of $66,678 for the taking of 4,721 sq. ft. from the Union Service Station. It further states that you are of the opinion that the property contains lands beyond the leased area which are available to replace the land taken from Union Oil Station. Mr. Haley explains that there is an easement right to the Denny Restaurant immediately adjacent to the south of the Union Oil Station which precludes any possibility of the replacement of this land. It is his opinion that a prospective purchaser knowledgable of the purchase of service stations would treat this in the same manner.

In paragraph six of your letter you ask if the appraisers would explain if their value would have been any different had they not considered the separate leases on the property. Each of the appraisers contend that there is no other proper approach to appraising the entire property, except to consider these individual leases. This is evident due to the fact that various of these leases are capitalized at different rates for a number of reasons. First, the difference in financial stability of the tenant. Second, the varying rates related to excess and speculative profits.

Paragraph seven requests that appraisers Walston and Haley support their capitalization rates according to the procedures outlined in the state's manual. Mr. Haley recognizes that unquestionably the best method at arriving at capitalization rates is by abstraction for actual sales. But since there are no sales of like quality, it was necessary for him to rely upon prime rates, relatively assured income stream, the strength of the financial position of the tenants, history of successful operations, and speculative elements regarding the income stream. He also discussed this with real estate people, lending firms, and major oil companies.

Mr. Walstrom explains his rates for each of the individual tenants based upon substantially the same premises used by Mr. Haley.

To summarize the results from securing additional information from the appraisers, it is my opinion that these were proper questions to ask, that they have made our position relatively clear, and it must be noted that none of

the appraisers mentioned changed their opinion of value.

It is, therefore, requested that this file be placed in a status eligible for full Federal participation.

D. H. MOEHRING
Right of Way Engineer

DM-CS:jh

cc R. L. Porter
F. B. Klaboe
L. H. Young
D. J. Barbee
V. E. Skoog
G. E. Rohde
M. R. Mitchell

RECEIVED
JUN 30 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 3 1969

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

FOR FILE

I-5-6(69)309
7482

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 20, 1969

In reply refer to: 08-35.7

FROM : K. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(63)309
Jantzen Beach Section
Right of Way

Returned herewith are the approved right of way plans for the subject project. This office authorized the acquisition of right of way on July 15, 1968. Federal participation is subject to the provisions of the 80 Series PPM's.

Execution of the project agreement does not constitute approval of any settlement based upon the current appraisals of the property.

The project agreement will be forwarded for your signature at a later date.

Enclosure
Plans

7-2-69

REFERRED TO
Young - Mocking
BY ASST. STATE HWY. ENGR.
w/enc.

NOTED
F. B. KLOSE

RECEIVED
JUN 30 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 22 1968
STATES GOVERNMENT

FOR FILING

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: August 19, 1968

In reply refer to: 08-35.7

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM: R. E. Simpson, Division Engineer
Salem, Oregon

Moehring

SUBJECT: Oregon Project I-5-6(63)309
Jantzen Beach Section - File 42318
Hayden Island, Incorporated

Please refer to Right of Way Engineer D. H. Moehring's letter of August 13, 1968 requesting our concurrence and participation in the cost of securing three fee appraisals covering the proposed acquisition of Hayden Island, Incorporated. Inasmuch as this is an extremely complex acquisition and your preliminary estimate shows that the cost may be close to $1 million, we will approve Federal participation in the cost of three appraisals.

Mr. Oakes' letter also indicates that a special feasibility or a market study is needed which would set forth the trade areas, shopping patterns, competitive analysis, and anticipated present and future sales volumes and square footage requirements of the leasehold interests involved. We will approve Federal participation in the costs of securing this additional study, which we understand is presently estimated to be $7,500. You should follow your routine approved procedures in securing such appraisals.

We wish to bring your attention to the fact that PPM 80-1, Paragraph 5r now requires that right of way plans, contracts, deeds, vouchers, correspondence, and all other documents and papers which Public Roads shall need to refer, will carry the Federal-aid project number for ready identification. Your cooperation in placing the Federal-aid project number on right of way correspondence and other documents will be appreciated.

Dick Moehring 8-21-68 copy to you. J

RECEIVED
AUG 21 1968
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. KLAGG

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-123

RECEIVED
AUG 16 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FOR FILE

Email
NHI
Pac Hwy E

GLENN L. JACKSON, CHAIRMAN
Portland
KENNETH H. RILEY, MEMBER
Wasco
DAVID B. SIMPSON, MEMBER
Portland

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 13, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon

SUBJECT: File 42318 - Hayden Island, Inc.
Jantzen Beach Section
Pacific Highway
Multnomah County

Attention: Mr. C. J. Mathias

NOTED
F. B. KLABOE

Gentlemen:

In accordance with your telephone discussion this date with Assistant Appraisal Supervisor M. M. Mead, we are requesting your approval to secure a feasibility study and three fee appraisals as basic documentation for the proposed taking from subject file.

The foregoing is considered necessary in view of the complexities of the appraisal problem as well as the magnitude of the estimated taking cost, being in fact in excess of one million dollars.

The feasibility study, to be a market study setting forth the trade areas, shopping patterns, competitive analyses, anticipated present and future sales volumes and square footage requirements, will be made available to the appraisers. Inasmuch as there are four leasehold interests as well as the fee holding, this appraisal background could well approximate $22500, with the feasibility study representing some $7500 of the estimated cost. There will undoubtedly be additional special appraisals required as well to document equipment values and possible costs to cure.

Your prompt attention to this request will be greatly appreciated so that we may coordinate the appraisal assignments in their proper order.

Very truly yours,

G. E. ROHDE
Chief Counsel

John R. Oakes

Bv

D. H. MOEHRING
Right of Way Engineer

DHM:MMM:JBK
cc: R. L. Porter, F. B. Klaboe,
L. H. Young, C. H. Maison,
G. E. Rohde, M. R. Mitchell

RECEIVED
AUG 14 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 1 - 1968

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-5-6(69) 309
7487

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 30, 1968

Mr. Robert E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97301

Subj: Jantzen Beach Section
Pacific Highway (I-5)
Multnomah County

NOTED
F. B. KLABO

Dear Mr. Simpson:

Your Ref: 08-35. EC/710. 11
I-5-6(63)309

Reference is made to your letter of July 15 in regard to authorization of acquisition of right of way on subject section and to the four stipulations tied to the authorization.

1. The original right of way has been revised to eliminate any taking from the restaurant building in the southwest quadrant.

2. Our Right of Way people have been advised that the basis for this design was that the roller coaster was to be removed by others as a part of the commercial development of the area westerly of the freeway.

3. The access road under the bridge at the south edge of the island will not be eliminated under our current plan.

4. Minimum circulation will presumably remain around Waddle's Restaurant for service vehicles and for other traffic. It would appear that a revision in the covered parking area would allow better utilization of the area in question, however, a retaining wall is proposed which

will allow a minimum circulation around the building after the protrusion on the west side of the building has been removed and the chimney or other utilities therein have been relocated. If this relocation is more expensive than loss of this circulation, then there will not be vehicular access by this route--only by entrance from the east or by revision of the covered parking.

Very truly yours,

F.D. Morgan
Construction Engineer

By A.D. Olson
A.D. Olson
Urban Engineer

RECEIVED
JUL 31 1968
OFFICE OF
STATE HIGHWAY ENGINEER

DEPARTMENT OF THE INTERIOR
U.S. GEOLOGICAL SURVEY
JUL 22 1968

Memorandum

I-5-6(63)309
7487

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 18, 1968

In reply refer to: 08-35.EC/710.11
X-file: I-5-6(63)309

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Federal-aid Interstate Program

We inadvertently neglected to authorize right of way incidentals and relocation payments on the following project approved by our July 15, 1968 memorandum.

Item	Project	Location	Work
535	I-5-6(63)309	Jantzen Beach Section	ROW

Therefore you are authorized to proceed with right of way incidentals and relocation payments effective July 15, 1968.

7-22-68
REFERRED TO
[signature]
ASST STATE HWY. ENGR.

NOTED
F. P. KLABOE

RECEIVED
JUL 19 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

UNITED STATES GOVERNMENT

JUL 22 1968

Memorandum

I-5-6(63)309
7482

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 15, 1968

In reply refer to: 08-35.EC/710.11
X-file: I-5-6(63)309

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Federal-aid Interstate Program

Mr. Young's April 24 and June 27, 1968 letters requested the inclusion of one item in this program. This Stage 2 Right of Way project is approved effective today:

Item	Project	Location	Work
535	I-5-6(63)309	Jantzen Beach Section	ROW

The requirements of Section 134, Chapter 1 - Title 23 and Section 204 of Title II, Public Law 89-754 have been satisfactorily complied with.

You are authorized to proceed with the actual acquisition of this right of way effective today subject to the following stipulations:

1. Eliminate the acquisition of the restaurant building in the southwest quadrant of the interchange as adequate right of way and access control can be obtained without incurring this additional cost.

2. Federal funds will not participate in the cost of purchasing or relocating the roller coaster. Such costs are to be coded non-participating.

3. The access road under the existing highway facility at Station 100+60 will be maintained so as to provide access to the boat moorage.

4. Provide this office with your engineering comments as to the feasibility of allowing Waddell's Restaurant continued use of its northwest parking lot without jeopordizing the access control and functioning of the ramp adjacent to Station 96+396.

NOTED
F. B. KLABOE

More

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Eng to Morgan, copy to Young 7-22-68

This action provides for right of way acquisition for 0.31 mile of Interstate at a total estimated cost of $1,052,000 of which $967,000 is reserved as Federal-aid Interstate funds.

RECEIVED
JUL 18 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 27 1968
FOR FILE

I-5-6(62)3C7
7489

June 27, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Project I-5-6(62)309
Jantzen Beach Section (ROW)

Dear Sir:

We are submitting three sets of documentation data as required by BM 30-8-65 and BM 21-12-67, reference your letter 08-SS-HC/710.11 dated May 20, 1967, for the subject project.

We hereby request your approval of the program and authorization to proceed with all phases of right of way acquisition as soon as the State's obligation balance for the remaining calendar year period is released.

Please advise if any additional data is required.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

cc: Tom Edwards
F. D. Morgan
D. H. Mosiering
M. Mitchell
E. N. Chase

RNC:ia

RECEIVED
MAY 27 1968

UNITED STATES GOVERNMENT

Memorandum

I-5-6(63)309
7482

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(63)309
Jantzen Beach Section
Right of Way

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: May 23, 1968

In reply refer to: 08-35-EC/710.11

REFERRED TO Young
Asst. State Hwy. Engr.

Mr. Young's April 24, 1968 letter submitted the subject item for inclusion in the Federal-Aid Interstate Program. We are unable to complete program approval action on this project pending receipt of the following:

1. Section 204 of Demonstration Cities Act of 1966: Approval, comments, or lapse of the specified time interval resulting from Mr. Edwards' letter of April 29, 1968 to Mr. Chandler, Executive Secretary of CRAG.

2. IM 50-2-65: Submission of the planning justification required by paragraph B-5.

Based upon our preliminary review of the program we offer the following comments:

1. Careful consideration should be given to selecting appraisers with qualifications and experience necessary to appraise this complex acquisition which is programmed at $1,052,000.

2. The taking of the restaurant building in the southwest quadrant of the interchange should be eliminated as adequate right of way and access control can be obtained without incurring the cost of purchasing the building.

3. The access control for the ramp adjacent to the restaurant at Station 96+39L in the southeast quadrant should be reviewed to determine if the northwest parking lot can be utilized without jeopardizing the function of the ramp.

4. In considering the design of the interchange it was our understanding that no cost would be incurred to purchase the roller coaster. If funds must be expended to acquire the roller coaster, reconsideration of the interchange design to avoid the facility is recommended for coding the cost nonparticipating for Federal-aid purposes.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

5. The access road to the boat moorage at Station 100+60 might conflict with the placement of the substructure for the bridge. Reestablishment of this access road outside the conflict should be considered.

We will retain the documents furnished with your request pending resolution of Items 1 and 2 above concerning the urban area characteristics, at which time it appears we can proceed with approval and authorization.

RECEIVED
MAY 27 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 30 1968
FOR FILING

I-5-6(63)307
7482

April 24, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Dear Sir:

We are submitting program data for one Interstate Right of Way Project, Item 535, Project I-5-6(63)307, Jamison Creek Section, which we desire to have included in the Federal-Aid Interstate Highway Program.

We hereby request your authorization to proceed with all phases of right of way acquisition. We are enclosing, in support of this request, a copy of Mr. Oakes' memo dated January 17, 1968 setting forth the estimated cost of the right of way and relocation assistance, also two copies of right of way map 5-6-1 showing the right of way involved outlined in red.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:alh

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID P
(PPM

CARD 2	REPORT NUMBER (18)–(20)	1	PROJECT LOCATION *(45 typewriter spaces)* 21–65	I-5 Interstate Bridge South 0.31 mile	ADT	PRESENT	57,500	FUTURE (66)–(70)	84,600	YEAR (71)	88				
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28–62	Right of Way	NATL. FOREST (63)–(65)		FH ROUTE NO. (66)–(69)		SUPV AGCY (69)		DA CLASSIF. (70)		DA AREA (71)		EMERG. YR. (72)–(73)		PL. AUT (74)
CARD 4	CLASS OF FEDERAL FUNDS	Interstate											COUNTY NAME		
	NAME OF URBAN AREA 17-31	Portland											ROUTE NO. I		FEDERAL-AI I-5

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43–46	STEP 53	TERMINI *(Full description)*	MILES (54)–(58)	ESTIMATED PROJECT C TOTAL ESTIMATED COST (59)–(66)	FEDERAL FUNDS (67)
1										
5					PE		I-5 Interstate Bridge South 0.31 mile			
5					ROW		(Jantzen Beach Section)	0.31	1,052,000	967,000
5					CONST (CODE)					
							PROJECT TOTALS	0.31	1,052,000	967,000

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

(16) (23) (24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
		57,500	84,600	88	08	Oregon	35	042	535

AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
					I	5-6	(63)	309	

COUNTY NAME	CODE	PROGRAM STAGE
Multnomah		[ ] 1 OR [X] 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
I	I-5		I-5

ESTIMATED PROJECT COST BY PHASES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					ROW purchase incl. incidental work and relocation assistance (Future 6-12' lanes, 10' shldrs., 10' to 36' median, widening of one bridge and revision of Jantzen Beach Interchange)
0.31	1,052,000	967,000	85,000		
					ROW-200' Normal; Access Control-Full; Parking Restriction-Complete
0.31	1,052,000	967,000	85,000		

REMARKS

Additional Data: Item 402, Project I-5-6(59)309

USCOMM DUSCOMM-DC 48905-P61

Remarks Continued -

Relocation Assistance - Two (2) businesses $2,000.00

104(b)(5) 1968 Estimate - $1,193,000 Section C13

Public hearing offered by advertisement on December 21, 1967 and Decmeber 28, 1967. Multnomah County informed Highway Department on January 8, 1968 no requests were received for hearing.

RECEIVED
FEB 6 - 1968

UNITED STATES GOVERNMENT

FOR FILING

Memorandum

I-5-6(62)309

TO 748 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(59)309
Interstate Bridge - Oregon Slough Section

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: February 2, 1968

In reply refer to: 08-35-EC

Our April 20, 1965 program memorandum approved the subject program and authorized preparation of preliminary plans effective that date. As requested by Mr. Young's January 19, 1968 letter, you are authorized to proceed with preparation of construction plans (PS&E) effective today. We understand that a public hearing offer was refused by the County.

RECEIVED
F.B. KLABOE

2-6-68

REFERRED TO
Young - Morgan
BY ASST. STATE HWY. ENGR.

RECEIVED
FEB 7 1968

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 19 1968
FOR FILING

I-5-6(69)309
17489

February 1, 1968

Agenda
3b-1
Jan 23, 1968

Multnomah County Board of Commissioners
Courthouse
Portland, Oregon 97204

Gentlemen:

The State Highway Commission at its meeting on January 23, 1968, adopted a survey concerning improvement on the Jantzen Beach Section of the Pacific Highway.

For your information, we have attached a sketch map showing the route of the new section and a copy of the Commission's "Survey Resolution No. 343," adopting the survey.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

Attachment

RECEIVED
APR 30 1968

FOR FILING

Final
R/W
Pac Hwy E

~~3R(1-1-67~~

Salem, Oregon
January 24, 1968

I-5-6(63)309
R/W

Mr. D. H. Mosbring
Right of Way Engineer

Attention: John R. Oakes

Programming
File No. 42118 - Hayden Company, Inc.
Jantzen Beach Section
Pacific Highway
Multnomah County

In response to Mr. Oakes' memorandum of January 17, 1968, on the above subject, the programming of right-of-way acquisition with the BPR will have to be deferred until after July 1, 1968, due to pending cutback in Federal funds available for obligation to July 1, 1968. The present situation of State finances also precludes the possibility of Stage 1 programming, which stage does not obligate Federal funds.

Programming of this right of way will be reconsidered after July 1, 1968, and accomplished if Federal funds are available.

L. H. Young
Office Engineer

RNC:da

cc: R. N. Chase

FORM E-1206 10M 6-67

RECEIVED
JAN 20 1968
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. [illegible]
HELIX

I-5-6(69)309
7482

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 19, 1968

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Project No. I-5-6(59)309
Interstate Br.-Oregon Slough Sec.
(Preliminary Engineering)

Dear Sir:

We hereby request your authorization to proceed with the P.S. & E. preparation for the above-listed project.

A public hearing was offered and a letter was received dated January 8, 1968 from Multnomah County stating that no requests were received for a public hearing.

We are also forwarding to be processed concurrently with the above-requested authorization, four copies of revised estimate as a basis for modification of project agreement to include this P.S. & E. preparation.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

NOTED
F. B. KLABOE

cc: F. B. Klaboe
F. D. Morgan
R. H. Chase

RECEIVED
JAN 19 1968
OFFICE OF
STATE HIGHWAY ENGINEER

DEPARTMENT
JAN 16 1968
FOR FILE

I-5-6(62)309
7489

January 15, 1968

Oregon State Highway Commission

Gentlemen:

The survey has been completed for the proposed six-laning on the Jantzen Beach Section of the Pacific Highway (I-5) in Multnomah County. A public hearing was offered on this section, however, it was waived by the County. The length of this section is 0.58 mile and a map is attached for your information.

This is an Interstate project involving the construction of an interchange, extension of the Interstate Bridge approaches, and widening of the Oregon Slough Bridge. The estimated construction cost of this project is $4,420,000 and the estimated right-of-way cost is $1,310,000, for a total estimated cost of $5,730,000, and will be financed with Interstate funds.

I recommend your approval of the survey and request authority to purchase the necessary right-of-way.

This matter will be on the agenda for the January 23 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment
cc: Floyd Query
R. L. Porter
F. B. Kinboe
Victor D. Wolfe
L. N. Young
F. D. Morgan
C. N. Maison
D. M. Moehring
L. W. Rulien

BG:jp jes

S-23-119(1) Jordan Creek (Arock Road) 1970
Bridge, on FAS-23-119, W.
#7490 of Jordan Valley (Structure)

CVA 4068

fas 23-119
Malheur Co

OREGON STATE HIGHWAY DIVISION

P. O. Box 850
La Grande, Oregon 97850

Telephone 963-3177

January 26, 1976

Contract 7490
S-23-119(1)

Hon. Roy Hirai
Malheur County Courthouse
Vale, Oregon 97918

former FAS 589

Dear Judge Hirai:

Attached are two copies of itemized statement of final costs covering the Jordan Creek (Arock Road) Bridge, FAS 23-119, Contract No. ~~9996~~ 7490

4/or 10/8/70 Under the terms of the Construction-Finance Agreement dated ~~August 18, 1970~~, Malheur County will receive a refund of $1,320.79 in the near future.

Sincerely,

R. C. Lang
Regional Federal Aid Engineer

RCL:je
Attachments

cc: Robert H. Prange

RECEIVED
COUNTY & CITY SECTION
JAN 27 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☒ RPE ☐

OREGON STATE HIGHWAY DIVISION

Form A-101—(11-71)
SP*67000-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Malheur County Court
Courthouse
Vale, OR 97918

Attention of Honorable Roy Hiran
County Judge

Request No. (assigned by staff engineer or head of section) cc 1540

Date January 14, 1976

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final Billing: Jordan Creek (Arock Road) Bridge, FAS 23-119

Covered by agreement dated August 18, 1970
(10/8/70)

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		County's advance deposit	$14,900.00	
		Amount previously transferred	10,900.00	
				$4,000.00
		County's share of construction costs	$13,579.21	
		Amount previously transferred	10,900.00	
				2,679.21
		To be refunded to County		$1,320.79

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 10,900.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ 14,900.00

Give the number of the last previous request in connection with this same service. cc 1234

Credit distribution:
523-1022-297

Submitted by:
Robert H. Prange, Rural Engineer

Approved:
Regional Engineer

Approved:
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section

RECEIVED
DEC 28 1972

STATE COPY

(A E Johnson)
Region
Wash DC

12-17-72

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER 1954 SECONDARY ROAD PLAN

(PPMs 20-5 and 20-6.1)

7490

INSTRUCTIONS - Submit original and 3 copies to the Public Roads Division Office

NOTICE OF COMPLETION AND ACCEPTANCE BY STATE HIGHWAY DEPARTMENT

SIGNATURE	
TITLE: Programing Engineer	
BUREAU OF PUBLIC ROADS INSPECTION MADE BY: R. A. Nichols	NOTED A E JOHNSON
IN COMPANY WITH: unaccompanied	
CONTRACTOR'S NAME: E. F. Philpott	
STATE: Oregon	REGION NO.: 10
COUNTY: Malheur	
PROJECT NO.: S-23-119(1)	
DATE OF INSPECTION: October 22, 1971	
CONTRACT AMOUNT: $ 64,766	

DESCRIPTION OF IMPROVEMENT AS PROGRAMED

1 Structure Prestressed Concrete Slabs, Length 149.12', Width 24'.

04 Bridge 12-22-72

IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 24 feet)

TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	STRUCTURES OVER 20-FOOT SPAN: TYPE CODE NUMBER	STRUCTURES OVER 20-FOOT SPAN: NET LENGTH (Miles)
			X060	0.02

COUNTY SEAT

DEC 21 1972

REMARKS: *The project has been completed in apparent conformity with the state standards and procedures approved in accordance with the [illegible] secondary road plan.*

JORDAN CR. (ABOCK RD.) [illegible] SEC.
FAS 23-119

REGIONAL OFFICE

The contract was awarded on October 27, 1970. The contract work was started on November 18, 1970.

The contractor used 95 calendar days to complete the contract work. The contract only allowed 90 days and there were no extenuating circumstances so the contractor was assessed 5 days liquidated damages which amount to $375.

The final cost of the contract items was $65,405.16, about 1% more than the original contract amount. Several items either overran or underran the contract quantities up to 20% but the deviations were not unusual for a contract of this size.

(more)

12-22-72 [illegible]

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE: R. A. Nichols		SIGNATURE: G. L. Green	
TITLE: Area Engineer	DATE	TITLE: Division Engineer	DATE: 12-18-72

PREVIOUS EDITIONS MAY BE USED UNTIL SUPPLY IS EXHAUSTED

S-23-119(1)

Bent #2 was revised slightly and the additional cost due to this revision was $1,297.36.

The guardrail the County had placed on the approaches to the structure was unsatisfactory and they were requested to remove it and install satisfactory rail. They did not have any suitable rail in stock so the State furnished suitable rail to the County. Reimbursement for this rail was approved. Cost as shown in State Force Order #1 was $364.32.

RECEIVED
STATE HWY ENGR
DEC 22 '72
REFER TO
FOR
Info | Invest | M/D | D/R | Sign | Act | File

RECEIVED
OCT 11 1971
FOR FILING

S-23-119(1)

7490

#9

September 10, 1971

E. F. Philpott
7140 S. W. Clinton Street
Tigard, Oregon 97223

Gentlemen:

The State Highway Commission at its meeting on September 8, 1971, considered your request for a five calendar day extension of time on Contract No. 7490 for the Jordan Creek Bridge on FAS 23-119 in Malheur County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission denied your request.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
bc F. D. Morgan
I. D. Marchant
V. E. Skoog
H. S. Coulter
C. Durell

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7490 Contractor E. F. Philpott

Highway FAS 23-119

Section Jordan Creek (Arock Road) Bridge

Kind of Work Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

~~DENIED, See attached letter.~~

Under the conditions prevailing inclement weather is not a reason for an extension of time without assessment of liquidated damages.

RECEIVED
AUG 18 1971
BRIDGE DIVISION

Recommended for Approval:

L. O. Hendrickson
Regional/Bridge Division Engineer

Ivan V. Merchant
Construction Engineer or Bridge Engineer

A. E. Johnson
Assistant State Highway Engineer

Contract No.	7490
Project designation	FAS 23-119(1) State-Federal
Date awarded	Oct. 27, 1970
Work started	November 18, 1970
Per cent completed	100% July 2, 1971 Date
No. of Workdays Allowed	90
No. of Workdays Used	95
No. of Added Workdays Requested	5

B-320 (Rev.)—336—8-66

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date July 23, 1971

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 90 days to 95 days, within which to complete our Contract No. 7490, without the assessment of liquidated damages. The said contract is described as follows:

Jordan Creek (Arock) Bridge FAS 23-119

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

	Dec. 23, 1970	Temperature	-6	Degrees	with	4	inches snow.
X	Dec. 24, 1970	"	18	"	"	4	" "
	Jan. 4, 1971	"	-18	"	"	5	" "
	Jan. 5, 1971	"	-14	"	"	5	" "
	Jan. 6, 1971	"	16	"	"	5	" "

X Crew went home for Christmas

Respectfully submitted,

E. F. PHILPOTT
7140 S. W. CLINTON ST.
TIGARD, ORE. 97223
Contractor

By E. F. Philpott

CONSENT OF SURETY

Date July 1, 1971, 19

We, United Pacific Insurance Company

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

UNITED PACIFIC INSURANCE COMPANY
By L. W. Heff, Attorney-in-fact
(L. W. Heff)

(SEAL)

MANSFIELD & CO.
By L. W. Heff, Agent

RECEIVED
SEP 3 - 1971
FOR FILING

5-23-119(1)
7490

September 2, 1971

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On August 27, 1971, we wrote to you concerning release of final payment on Contract No. 7490 awarded to E. F. Philpott for structure of the Jordan Creek (Arcock Road) Bridge on FAS 23-119 in Malheur County.

Final payment on this contract is $4,849.26 and the total contract amount is $46,327.52. No work was performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc E. F. Philpott
7140 S. W. Clinton Street
Tigard, Oregon 97223

bc F. D. Morgan
I. D. Marchant
H. S. Coulter
V. E. Skoog
Attn: John Herr

DISMISSED
SEP 2 - 1971
FOR FILING

S-23-119(,)
7490

September 1, 1971

Oregon State Highway Commission

Request for Extension of Time
No. 9
September 8, 1971 meeting

Gentlemen:

E. F. Philpott, contractor for the construction of the Jordan Creek (Arock Road) Bridge on FAS 23-119 in Malheur County, Contract 7490, has requested that he be granted an additional five calendar days in which to complete the contract work without assessment of liquidated damages. The contractor cites inclement weather in December and January as his reason for failure to complete the work on time.

The contract was awarded October 27, 1970, and allotted 90 calendar days to complete the work. This forecast a completion date of February 7, 1971. The work was completed July 2, 1971, with 95 calendar days charged. The work was under a stop work order during the period January 16, 1971, to June 6, 1971, due to flood conditions in Jordan Creek. Calendar days were not charge during the shut down order period.

Inclement weather is not a reason for an extension of time within the language of the specifications.

I recommend the contractor's request be denied and that he be assessed liquidated damages for the excess time consumed. This amounts to an assessment of $375.

This matter will be on the agenda for your consideration at the September 8 meeting.

cc Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
I. D. Merchant
F. D. Morgan
V. E. Skoog
L. H. Young
H. S. Coulter

Very truly yours,

R. L. Porter
State Highway Engineer

CAG:dh fn

RECEIVED
AUG 30 1971
FOR FILING

S-23-119(1)

7490

August 27, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed July 2, 1971 on Contract No. 7490. The contract was with E. F. Philpott and was for a structure on the Jordan Creek (Areck Road) Bridge Section of FAS 23-119 in Malheur County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 27, 1971 and that you concur in this procedure at the Commissive meeting on September 7, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
H. S. Coulter

VG:fw

RECEIVED
AUG 30 1971
FOR FILING

S-23-119(1)

7490

August 27, 1971

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7490 awarded to E. F. Philpott for the Jordan Creek (Arock Road) Bridge on BRS 23-119 in Malheur County was completed July 8, 1971, and accepted by the Highway Commission on August 27, 1971.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before September 1, 1971.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

hl

cc E. F. Philpott
7140 S. W. Clinton Street
Tigard, Oregon 97223

bc F. D. Morgan
L. D. Merchant
E. S. Coulter
V. E. Skoog
Attn: John Burr

5-23-119(1)
7490

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Jordan Cr. (Arock) Bridge		WEEK ENDING: August 14, 1971
		SECTION PREFIX: 523-1022
HIGHWAY: FAS 23-119		COUNTY: Malheur
NAME OF JOB: Jordan Cr. Bridge	KIND OF WORK: Structure	
CONTRACTOR: E. F. Philpott	CONTRACT NUMBER: 7490	FEDERAL AID PROJECT NUMBER: 5-23-119(1)
DATE OF CONTRACT: Oct. 27,1970	DATE WORK STARTED: November 9. 1970	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 90	CALENDAR DAYS USED 95
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 106
PROJECT AUTHORIZATION: $ 74,386.07	ENGINEERING AUTHORIZATION $ 6,496.60	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 67,889.47	ENGINEERING COST TO DATE $ 5,879.04	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 96
ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING: $ 66,950.15		DATE PROJECT WAS COMPLETED: July 2, 1971
ESTIMATED PERCENT: OVERRUN / UNDERRUN 1.4 %	PERCENT OF AUTHORIZATION 90.5 %	

Final Weekly Report

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9996							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing

Johnsen

RECEIVED
AUG 16 1971
CONSTRUCTION DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi Final submitted to Regional Office on August 10, 1971.

Final Weekly Report

by SIGNED Stephen B Loop C. H. Duval, Res. Bridge Eng.
LOCATION Ontario
Stephen B. Loop, Office Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

7-26-71

MEMO TO THE FILES

Re: Jordan Creek (Arock Road) Bridge
FAS 23-119
Malheur County

Malheur County is requesting that the project be changed to include the material for the guardrail for the approaches to this structure. The County, at their own expense, will be responsible for its installation.

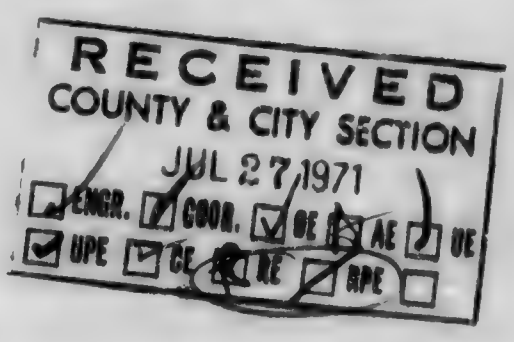
It has been determined that it is in the public's interest that this small amount of guardrail material be furnished by the State Highway Division. The cost of delivering this material to Malheur County Shops in Vale is also to be included as part of the expense of the project

Harold Reynoldson
Rural Program Engineer
County and City Section

HR:ljt

7/26/71

cc: Malheur County Court, Attn. Hon. Ellis White
H. S. Coulter, Region Engineer
Curt Duval, Resident Bridge Engineer
Carl Williams
R. N. Chase
Paul Hatcher
FHWA
V. Gallagher



Form A-166 (Rev. 8-70)

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 7490

APPLYING TO CONTRACT PROJECTS

Order No. .....

Section Jordan Creek (Arock Road) Bridge Date ....., 19.....

Highway Arock Road (Secondary) FAS-C P.E.P. No. 23-119

County Malheur Prefix ..... Account No. .....

Description of Work To Be Done:

State to deliver guard rail material for Jordan Creek Bridge to Malheur County shops in Vale.

Location by Station Numbers: The approaches to the bridge over Jordan Creek on Arock Road.

Estimate of Quantities and Costs:

275	Lineal feet guardrail @ (8 sections)	
1	Type "B" end section	
____	Post Bolts, nuts and washers @	
____	Splice Bolts & nuts @	
	Delivery Costs	
	Total	

Explanation: .....

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization . . . . . $.....

Present estimate of project cost, including

$..... for work under this order $.....

Expected under-run / over-run (amount) . . . . . $.....

Expected under-run / over-run (per cent) . . . .

Space to right of this line is for use of Salem Office

Submitted by: ..... Resident Engineer

Approval Recommended: ..... For: Construction Engineer or Bridge Engineer

Approval Recommended: ..... Regional Engineer

Approved: ..... Construction Engineer

SP*72859-734

FAS 23-119
Malheur Co

RESOLUTION

The Malheur County Court approves and will accept Arock Bridge as constructed.

MALHEUR COUNTY COURT

Ellis A. White
Ellis A. White - County Judge

E H Maag
Emil Maag - County Commissioner

Henry Esplin
Henry Esplin - County Commissioner

RECEIVED
COUNTY & CITY SECTION
JUL 19 1971
ENGR. C.JR. RE RPE

RECEIVED
FEB 9 - 1971
FOR FILE
5-23-117(1)
1490

February 8, 1971

The Honorable Robert F. Smith
Speaker of the House
House of Representatives
State Capitol
Salem, Oregon 97310

Dear Mr. Smith:

The new Jordan Creek Bridge at Arock was opened to traffic on this date.

Very truly yours,

R. L. Porter
State Highway Engineer

RLP:fs

cc Tom Edwards
A. E. Johnson
Victor D. Wolfe
E. B. Sipprell

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	STATE
11-15		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT	COUNTY
3	(PPM 21-7)	Malheur
	11-5-70	PROJECT NO. S-23-119(1) S-2344(904)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. 1.1 mile south of Arock at Jordan Creek.

[Jordan Creek (Arock Road) Bridge Section]

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-30-70	0.028
OTHER (Specify)		

FUNDS Pro Rata 63.54%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 74,386.00	$ 47,264.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By J. K. Klobon

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By _____
(Division Engineer)
for R. E. Simpson

Date executed by Division Engineer NOV 3 1970

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds.

(b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions." without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, up-

Oregon State Highway Division

Federal Aid
Project No. S-23-119(1)

JORDAN CREEK (AROCK ROAD) BRIDGE

FAS 23-119 IN MALHEUR COUNTY

Salem, Oregon, October 29, 1970

Project agreement estimate.

Type Code X080
Arock Bridge #9996 (Sta. 40+00.44 to Sta. 41+49.56)

Temporary Protection and Direction of Traffic	All Required		$ 1,000.00
Bridge Removal Work	All Required		3,000.00
Structure Excavation	90 cu.yd.	10.00	900.00
Channel Excavation	560 cu.yd.	2.00	1,120.00
Furnish 10BP42 Steel Piling	660 lin.ft.	6.00	3,960.00
Drive Steel Piling	22 only	200.00	4,400.00
Splice Steel Piling	5 only	10.00	50.00
Class "A" Concrete (88 cu.yd.)	All Required		11,500.00
3' x 45'/50' Prestressed Slab	6 only	1,250.00	7,500.00
4' x 45'/50' Prestressed Slab	15 only	1,600.00	24,000.00
Reinforcement (6,200 lbs.)	All Required		1,500.00
Loose Riprap, Class 700	260 cu.yd.	8.00	2,080.00
Metal Rail	313 lin.ft.	12.00	3,756.00
			$ 64,766.00
Erosion Control	All Required		$ 200.00
	Subtotal		$ 64,966.00
	Engr. & Cont.		9,420.00
	Total		$ 74,386.00

Length of Structure 0.028

Federal Funds	$47,264.00
State Funds	13,561.00
County Funds	13,561.00
Total	$74,386.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

G - 1 - 100%
Contract No. 7490
Prefix 523-1022

7.

Part 1 ✓
Const: ✓
10-2

Oregon State Highway Division

Federal Aid
Project No. S-23-119 (1)

Jordan Creek (Arock Road) Bridge
FAS-23-119 in Malheur County
Salem, Oregon, ,1970

Project agreement estimate.

Type Code X080
Arock Bridge #9996 (Sta. 40+00.44 to Sta. 41+49.56)

Temporary Protection and Direction of Traffic	All Required		#	1,000.00
Bridge Removal Work	" "			3,000.00
Structure Excavation	90 cu.yd.	10.00		900.00
Channel Excavation	560 "	2.00		1,120.00
Furnish 10 BP42 Steel Piling	660 lin.ft.	6.00		3,960.00
Drive Steel Piling	22 only	200.00		4,400.00
Splice " "	5 "	10.00		50.00
Class "A" Concrete (88 cu.yd.)	All Required			11,500.00
3'x 45'/50' Prestressed Slab	6 only	1,250.00		7,500.00
4'x 45'/50' " "	15 "	1,600.00		24,000.00
Reinforcement (6,200 lbs.)	All Required			1,500.00
Loose Raprap, Class 700	260 cu.yd.	8.00		2,080.00
Metal Rail	313 lin.ft.	12.00		3,756.00
			#	64,766.00

Erosion Control		All Required	$ 200.00
		Subtotal	$ 64,966.00
(14½)		Engr. & cont.	9,420.00
		Total	$ 74,386.00

Length of Structure 0.028

Federal Funds	(63.54)	$ 47,264.00
State Funds		13,561.00
County Funds		13,561.00
Total		$ 74,386.00

State Funds for Const: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint: Chap. 529, Laws 1939.

G-1-1007.

Contract No. 7490

Prefix- 523-1022

OREGON STATE HIGHWAY DEPARTMENT

FORM A-190 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 103825

DATE	BILLING REQ. NO.	YOUR ORDER NO.
~~12-9-70~~	~~66 1931~~	

CREDIT DISTRIBUTION

523-1022-297

- Malheur County
- County Court
- Courthouse

Vale, Oregon 97918

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Judge Ellis A.White			
Advance Deposit			14,900.00
Partial transfer of the advance deposit for Jordan Creek (Arock) Bridge Section, FAS 23-119. Covered by agreement dated 8-18-70			10,900.00
To be retained			4,000.00

RECEIVED
COUNTY & CITY SECTION
OCT 30 1970
ENGR. COOR. CE AE UE
UPE CE RE RPE

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Receipt with Request: $_____

By_____

RECEIVED
OCT 19 1970
FOR FILE

S-23:119(1)
7490

October 19, 1970

Mr. E. F. Philpott
7140 S. W. Clinton Street
Tigard, Oregon 97223

Dear Mr. Philpott:

The State Highway Commission today accepted your bid in the amount of $64,766 for the Jordan Creek (Arock Road) Bridge on FAS 23-119 in Malheur County which was the low bid received for that job on October 16, 1970.

The Commission referred the bid to the Engineer with authority to award the contract to you as soon as Malheur County approves and deposits $14,900. When this has been done, we will let you know.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

fma
cc Frank Morgan
I. D. Marchant
H. S. Coulter
Curtis Duval
Wm. Oeibel (SE F)

RECEIVED
OCT 20 1970
FOR FILING

Klaboe

S-23-117(1)
1417

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
October 16, 1970

SUBJECT: Right of Way Status Report
Bid Opening
October 16, 1970

To: Mr. Tom Edwards
Deputy Highway Engineer

B U I L D I N G

BIDS TO BE OPENED OCTOBER 16, 1970

NOTED
F.B. KLABOE

MALHEUR COUNTY: Jordan Creek (Arock Road) Bridge on FAS-23-119 about 29 miles west of Jordan Valley. FAP No. S-23-119 (1). Structure. County to acquire.

John R. Oakes
Assistant R/W Engineer

JRO:ph

cc F. B. Klaboe
Floyd Query
L. H. Young
H. S. Cox
D. H. Moehring
K. A. Chatwood

NOTED
F.B. KLABOE

RECEIVED
OCT 12 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BP 52479-734

RECEIVED
OCT 21 1970
GAME
COMMISSION

OFFICE OF THE DIRECTOR
P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

S-23-1119(1)
1490

TOM McCALL
GOVERNOR

COMMISSIONERS
GEORGE L. HIBBARD, Chairman
JOHN P. AMACHER, Vice Chairman
DAN CALLAGHAN, Member
J. PAT METKE, Member
JAMES W. WHITTAKER, Member
JOHN W. McKEAN
State Game Director

October 16, 1970

cc's sent October 19, 1970

F. B. Klaboe
L. H. Young
W. J. Hart
C. G. Swenson
W. H. Tebeau
F. E. Terpin
H. S. Coulter (2)

State Highway Engineer
Highway Building
Salem, Oregon 97310

Attention Mr. Frank L. Hall

Dear Sir:

This is in reply to your letter of October 12, 1970, in relation to the plans of:

Jordan Creek (Arock Road) Bridge Section
FAS 23-119, Malheur County

There will be no conflict with wildlife resources as a result of this construction, so the project is approved.

We appreciate the opportunity to comment.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

ROK:js

NOTED
F.B. KLABOE

RECEIVED
OCT 19 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 19 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Hall
A. Olson
Wills
Hackleman
Carstensen
Kaye
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
OCT 19 1970
DESIGN
SECTION

Do Not File ☐
Keep ☐
Return To
Other

[illegible]
OCT 27 1970
FOR FILING

S-23-119(-)
7490

October 12, 1970

Malheur County Court
Courthouse
P. O. Box 130
Vale, Oregon 97918

MISC. CONTRACTS and AGREEMENTS No. 4068

Attention: Robert Morcom
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of a construction finance agreement covering the Jordan Creek (Arock Road) Bridge on FAS 23-119.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

[redacted]
Att.
cc H. S. Cox
(conf. agreement att.)

LOCATION - DESIGN APPROVAL

10-1-70

COUNTY: Malheur

SECTION: Jordan Creek (Arock) Bridge

FAS NO.: 23-119

ROAD NAME: Arock Road

PROJECT DESCRIPTION: Construct reinforced concrete bridge 24 feet wide, and 150 feet long over Jordan Creek on Arock Road approximately 0.8 mile south of Arock. County will construct approaches.

ESTIMATED COST: $80,000

HIGHWAY COMMISSION APPROVAL: August 18, 1970

HEARING: None required, no additional right of way

STATE CLEARINGHOUSE REVIEW: None required

SECTION 204 REVIEW: None required

REMARKS:

APPROVED: October 1 19 70

J. W. Kabe

Assistant State Highway Engineer

RECEIVED
COUNTY & CITY SECTION
OCT 8 - 1970
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Copy to :- John Oaks
C.G. Swanson
R.N. Chase
N.S. Gaher

Attention: County and City Department

10-1-70

SUBJECT: Federal Aid Project No. _____

Highway No. FAS 23-119

Project Name
Jordan Creek (Arock Road) Bridge

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

☒ There has been no displacement of persons from residences, farms, or businesses; or

☒ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

☐ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Salem, Oregon,

this 1 day of Oct., 1970.

Malheur County

County Judge

E W Maas
Commissioner

Henry Coblentz
Commissioner

RECEIVED
COUNTY & CITY SECTION
OCT 1 - 1970
☐ ENGR. ☑ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

(5/12/70)

TRANSACTION NO. 10-7

FORM PR-48 (REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 9-30-70

BY (Signature): MR. YOUNG'S SEPTEMBER 30, 1970 LETTER

TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1* ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 1041 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (Stein) LOCATION	WORK
1041	S 23-119(1)	0.028	~~80,000~~ 40,000	~~40,000~~ 16,000	JORDAN CREEK (AROCK ROAD) BRIDGE SECTION	ONE BRIDGE

9-30-70

RECEIVED
COUNTY & CITY SECTION
OCT 1 - 1970
ENGR. ☑ COOR. ☐ CE ☒ RE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

REMARKS (Division)

BASED ON THE INFORMATION INCLUDED IN MR. YOUNG'S 9-30-70 LETTER WE CONCUR THAT IT IS IN THE PUBLIC INTEREST TO ALLOW A TWO WEEK ADVERTISING PERIOD FOR THIS STRUCTURE. THE 24' CLEAR ROADWAY WIDTH FOR THE DESIGNED STRUCTURE IS LESS THAN THAT ALLOWED IN YOUR APPROVED SECONDARY ROAD PLAN DATED MAY 13, 1970. APPROVAL OF THIS STRUCTURE IS WITH THE CONDITION THAT THE STRUCTURE BE CONSTRUCTED SO IT CAN BE READILY WIDENED IF FUTURE TRAFFIC WARRANTS.

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECT IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN.

IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THIS PROJECT ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 9-30-70	SIGNATURE AND TITLE R. E. SIMPSON, DIVISION ENGINEER

*Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

MONTHLY TRANSACTION NO. 10-7

DATE SUBMITTED TO W. O. SEP 30 1970

FORM PR-1 (REV. 4-61) 9-30-70

FEDERAL-AID PRO (PPM 21-1)

CARD 2	REPORT NUMBER (18)(20)	PROJECT LOCATION (45 typewriter spaces) 21			ADT	PRESENT	FUTURE (66)(70)	YEAR (71)(72)			
	1	Co. Rd. 1.1 mi. S. of Arock (Jordan Cr.) 68				80	120	90			
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR. (74)(75)			
	One Bridge						AJ				
CARD 4	CLASS OF FEDERAL FUNDS						COUNTY NAME				
	Secondary						Mal				
	NAME OF URBAN AREA 17-31						ROUTE NO. S	FEDERAL-AID 23-119			

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (43-46)	STEP (53)	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT COST: TOTAL ESTIMATED COST (59)(66)	ESTIMATED PROJECT COST: FEDERAL FUNDS (67)(76)
1	(1-4)(5)	(10	41	42						
5					PE		Co. Rd. 1.1 mi. South of Arock at Jordan Creek.			
5					ROW		[Jordan Cr. (Arock Rd.) Bridge Section]			
5	30			3	CONST (CODE) X021	3		0.028	80,000	48,000
							PROJECT TOTALS	0.028	80,000	48,000

(16) (23)(24) (33)

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

SEP 30 1970
FHWA OREGON DIVISION

RECEIVED
COUNTY & CITY SE
OCT 1 - 1970
☐ ENGR. ☑ COOR. ☐ LE
☐ UPE ☐ CE ☐ RE

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
.)	ADT	80	120	00	08	Oregon	35	022	1041
65			(66) (70)	(71) (72)			(2) (3)	(4) (9)	(14) (18)

AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER			I. Projects Only	
					PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
			AJ		S	23-119(1)			
(69)	(70)	(71)	(72) (73)	(74) (76)	14 23	7 13		(24) (26)	27

	COUNTY NAME	CODE	PROGRAM STAGE
	Malheur	045 (14) (16)	

	ROUTE NO.	FEDERAL-AID	STATE	U.S.	
	S	23-119 (32)	Co.Rd. (36) (37)	(41)	[ ] 1 OR [X] 2

ES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	(56) (59) (66)	(67) (76)			
					One prestressed slab bridge, length 150', H.C. 24'
					ROW - 60' max.; Access Control: None; Parking Restrictions- None
.028	80,000	48,000	16,000	16,000 (Co.)	
.028	80,000	48,000	16,000	16,000 (Co.)	
	(10) (23)	(24) (39)			

RECEIVED
COUNTY & CITY SECT.
OCT 1 - 1970
[ ] ENGR. [✓] COOR. [ ] JE [ ] TE [ ] UE
[ ] UPE [ ] CE [ ] RE [ ] RPE [ ]

REMARKS

Relocation Assistance Payments: None involved.

(over)

USCOMM DUSCOMM-DC 48908-P61

JORDAN CREEK (AROCK ROAD) BRIDGE SECTION
PROJECT S-23-119(1)

Existing Facilities

84' through steel truss with two timber approach spans totaling 42' with a 12.5' roadway.

Adjacent Sections

North/East End:
South/West End: 18' oil mat with 2' gravel shoulders.

Project Data

Construct a reinforced concrete bridge 150' in length with a 24' roadway. Contractor to install brackets on structure for attaching guardrail, place riprap, remove and dispose of existing structure. County will construct approaches and connections, install guardrail, and be responsible for traffic control signs and the detour. State at the request of the county will do the striping.

Right of Way: 60' maximum

Access Control: None

Railroad Crossing: None

Minimum Design Standards: The FHWA, per letter dated 7/31/70 (08-35-EC) has concurred that 24' structure is adequate travelway for structure at this time.

System Action: Completed

Public Hearing: Not required per paragraph 6c of PPM 20-8. See memo to files 9/8/70.

Route Data: See S-179(1)

Park and Recreation Area Affected: No

Relocation Assistance: No additional right of way, no relocation assistance.

Social, economic and environmental effects: This is a replacement structure at the existing site; therefore, there is no additional or new impact to the property or persons in the vicinity.

This project exempt from IM 50-1-70 review and approval under working agreements between the Highway Division and the State Clearinghouse and also District #14 Clearinghouse.

The State does not, at this time, have the legal authority to control the use by Utilities of the right of way on this project. A State/County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

9-30-70

FEDERAL-AID (P

CARD 2	REPORT NUMBER (19)–(20)	1	PROJECT LOCATION (45 typewriter spaces) 21–65	Co. Rd. 1.1 mi. S. of Arock (Jordan Cr.)	ADT	PRESENT	80	FUTURE (66)–(70)	120	Y			
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28–62	One Bridge	NATL. FOREST (63)–(65)		FH ROUTE NO. (66)–(69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)–(73)	PL. (74)			
CARD 4	CLASS OF FEDERAL FUNDS	Secondary							COUNTY NAME				
	NAME OF URBAN AREA 17–31								ROUTE NO. S		FEDERAL 23-		

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJEC TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	16	41	42	43–46	53		(54)–(58)	(59)–(66)	(67)
5					PE		Co. Rd. 1.1 mi. South of Arock at Jordan Creek.			
5					ROW		[Jordan Cr. (Arock Rd.) Bridge Section]			
3					CONST (CODE)			0.028	80,000	48,000
							PROJECT TOTALS	0.028	80,000	48,000

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES (16)–(23)–(24)

7490

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

70

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Cr.)	ADT	80	120	00	08	Oregon	35	022	1041
(66)			(66) (70)	(71) (72)			(3) (9)	(4) (9)	(14) (16)

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
(69)	(70)	(71)	(72) (73)	(74) (78)	S	23-119(1)		(24) (26)	27
					14 23	7 13			

COUNTY NAME: Malheur — CODE: 045 (14) (16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO.: S — FEDERAL-AID: 23-119 (32) — STATE: Co.Rd. (36) (37) — U.S. (41)

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
(54) (56)	(59) (65)	(67) (76)			One prestressed slab bridge, length 150', W.C. 24'
					ROW - 60' max.; Access Control: None; Parking Restrictions - None
0.028	80,000	48,000	16,000	16,000 (Co.)	
0.028	80,000	48,000	16,000	16,000 (Co.)	
(16)	(23) (24)	(33)			

REMARKS

Relocation Assistance Payments: None involved.

(over)

USCOMM DUSCOMM-DC 48908-P61

JORDAN CREEK (AROCK ROAD) BRIDGE SECTION
PROJECT S-23-119(1)

Existing Facilities

84' through steel truss with two timber approach spans totaling 42' with a 12.5' roadway.

Adjacent Sections

North/East End:
South/West End: 18' oil mat with 2' gravel shoulders.

Project Data

Construct a reinforced concrete bridge 150' in length with a 24' roadway. Contractor to install brackets on structure for attaching guardrail, place riprap, remove and dispose of existing structure. County will construct approaches and connections, install guardrail, and be responsible for traffic control signs and the detour. State at the request of the county will do the striping.

Right of Way: 60' maximum

Access Control: None

Railroad Crossing: None

Minimum Design Standards: The FHWA, per letter dated 7/31/70 (08-35-EC) has concurred that 24' structure is adequate travelway for structure at this time.

System Action: Completed

Public Hearing: Not required per paragraph 6c of PPM 20-8. See memo to files 9/8/70.

Route Data: See S-179(1)

Park and Recreation Area Affected: No

Relocation Assistance: No additional right of way, no relocation assistance.

Social, economic and environmental effects: This is a replacement structure at the existing site; therefore, there is no additional or new impact to the property or persons in the vicinity.

This project exempt from IM 50-1-70 review and approval under working agreements between the Highway Division and the State Clearinghouse and also District #14 Clearinghouse.

The State does not, at this time, have the legal authority to control the use by Utilities of the right of way on this project. A State/County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

JORDAN CREEK (AROCK ROAD) BRIDGE SECTION
PROJECT S-23-119(1)

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84' through steel truss with two timber approach spans totaling 42' with a 12.5' roadway.

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South/West End: 18' oil mat with 2' gravel shoulders.

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Right of Way: 60' maximum

Access Control: None

Railroad Crossing: None

Minimum Design Standards: The FHWA, per letter dated 7/31/70 (08-35-EC) has concurred that 24' structure is adequate travelway for structure at this time.

System Action: Completed

Public Hearing: Not required per paragraph 6c of PPM 20-8. See memo to files 9/8/70.

Route Data: See S-179(1)

Park and Recreation Area Affected: No

Relocation Assistance: No additional right of way, no relocation assistance.

Social, economic and environmental effects: This is a replacement structure at the existing site; therefore, there is no additional or new impact to the property or persons in the vicinity.

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The State does not, at this time, have the legal authority to control the use by Utilities of the right of way on this project. A State/County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

7490

10-1-70

LOCATION - DESIGN APPROVAL

COUNTY: Malheur

SECTION: Jordan Creek (Arock) Bridge

FAS NO.: 23-119

ROAD NAME: Arock Road

PROJECT DESCRIPTION: Construct reinforced concrete bridge 24 feet wide, and 150 feet long over Jordan Creek on Arock Road approximately 0.8 mile south of Arock. County will construct approaches.

ESTIMATED COST: $80,000

HIGHWAY COMMISSION APPROVAL: August 18, 1970

HEARING: None required, no additional right of way

STATE CLEARINGHOUSE REVIEW: None required

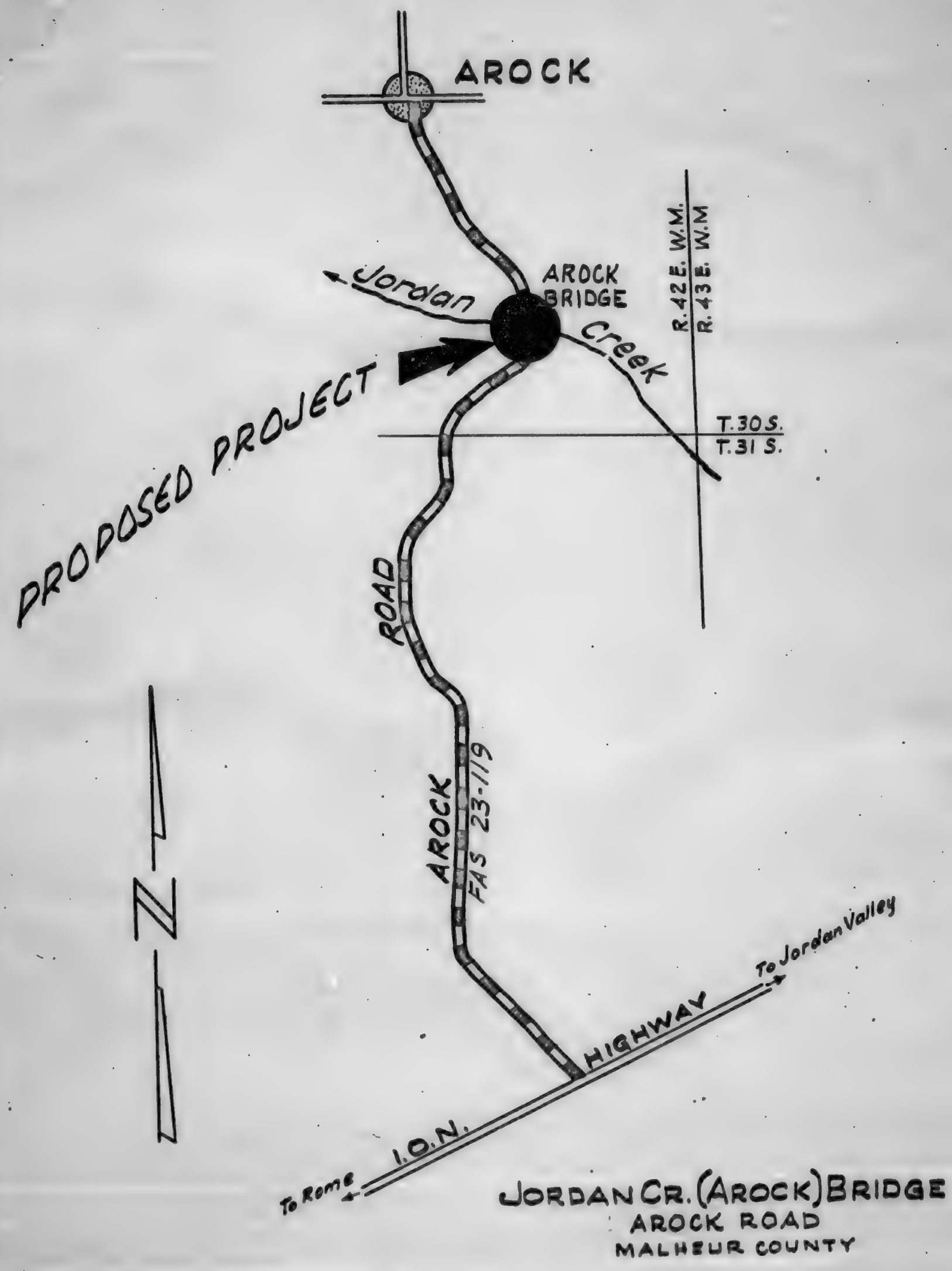
SECTION 204 REVIEW: None required

REMARKS:

APPROVED: October 1 19 70

J W Kloboe

Assistant State Highway Engineer



JORDAN CR. (AROCK) BRIDGE
AROCK ROAD
MALHEUR COUNTY

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Department

RECEIVED
AT ..... M.
SEP 30 1970
MALHEUR COUNTY

9-30-70

SUBJECT: Federal Aid Project No. _____

Highway No. FAS 23-119

Project Name
Jordan Creek (Arock Road) Bridge

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

☒ There has been no displacement of persons from residences, farms, or businesses; or

☒ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

☐ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Vale, Oregon,
this 30th day of September, 1970

MALHEUR County

Ellis A. White
Judge

E W Moag
Commissioner

Henry Erlin
Commissioner

RECEIVED
COUNTY & CITY SECTION
OCT 1 - 1970
☐ ENGR. ☑ COOR. ☐ ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

(5/12/70)

7490

ADT 80 / 420 DHV 10 / 15 SAFETY:

MEMO TO R. N. CHASE Date: September 29, 1970

FAS 23-119, MALHEUR COUNTY, Jordan Creek (Arock Road) Bridge SECTION

TERMINI: Structure over Jordan Creek is 2.59 miles north of the junction with FAS 23-018.

M.P. 2.59

PROPOSED WORK: Structure and rip rap

PROJECT LENGTH: 150 feet

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	80,000	48,000	16,000	16,000	

EXISTING FACILITIES: 84' through steel truss with two timber approach spans totaling 42' with a 12.5' roadway.

ADJACENT SECTIONS:
NORTH/EAST END:
18' oil mat with 2' gravel shoulders
SOUTH/WEST END:

PROJECT DATA: Construct a reinforced concrete bridge 150' in length with a 24' roadway. Contractor to install brackets on structure for attaching guardrail, place rip rap, remove and dispose of existing structure. County will construct approaches and connections, install guardrail, and be responsible for traffic control signs and the detour. State at the request of the County will do the striping.

RIGHT-OF-WAY: 60' maximum

ACCESS CONTROL: None
RAILROAD CROSSING: None

MINIMUM DESIGN STANDARDS: The FHWA, per letter dated 7/31/70 (08-35-EC) has concurred that 24' structure is adequate travel way for structure at this time. / copy attached
SYSTEM ACTION: Completed
PUBLIC HEARING: Not required per paragraph 6c of PPM 20-8. See memo to files 9/8/70.
UNUSUAL OR COMPLICATED SITUATIONS: Copy Attached

ROUTE DATA: See S-179(1)

Park and recreation area affected ---No
Relocation assistance ---No additional right of way, no relocation assistance

Social, economic & environmental effects considered---Yes
Location and design approved---To be acquired – 10-1-70
Clearinghouse approved---Because of working agreement, no approval required.
Hwy. at present does not have control of the utilities on the project but by the agreement before award the control will be secured.

RECEIVED
COUNTY & CITY SECTION
SEP 29 1970
ENGR. COOR. OE AE UE
UPE CE RE RPE

September 25, 1970
(date)

Malheur County Court
Courthouse
P.O. Box 130
Vale, Oregon 97918

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

Highway FAS 23-119

Section Jordan Creek (Arock Road) Bridge

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ___ No X

If answer is yes, please list organizations:

RECEIVED
AT ..... M.
SEP 28 1970
MALHEUR COUNTY

Sept. 28, 1970
(date)

By Ellis A. White

By E W Mason
Commissioner

By Henry Cable
Commissioner

cc: L. H. Young
Attn: Duane Ridings

RECEIVED
SEP 15 1970
FOR FILING

9-10 70

PREFIX NO. 523-1427

S-23-119(1)
7490

LOCATION PROSPECTUS
JORDAN CREEK BRIDGE SECTION
FAS 23-119
MALHEUR COUNTY

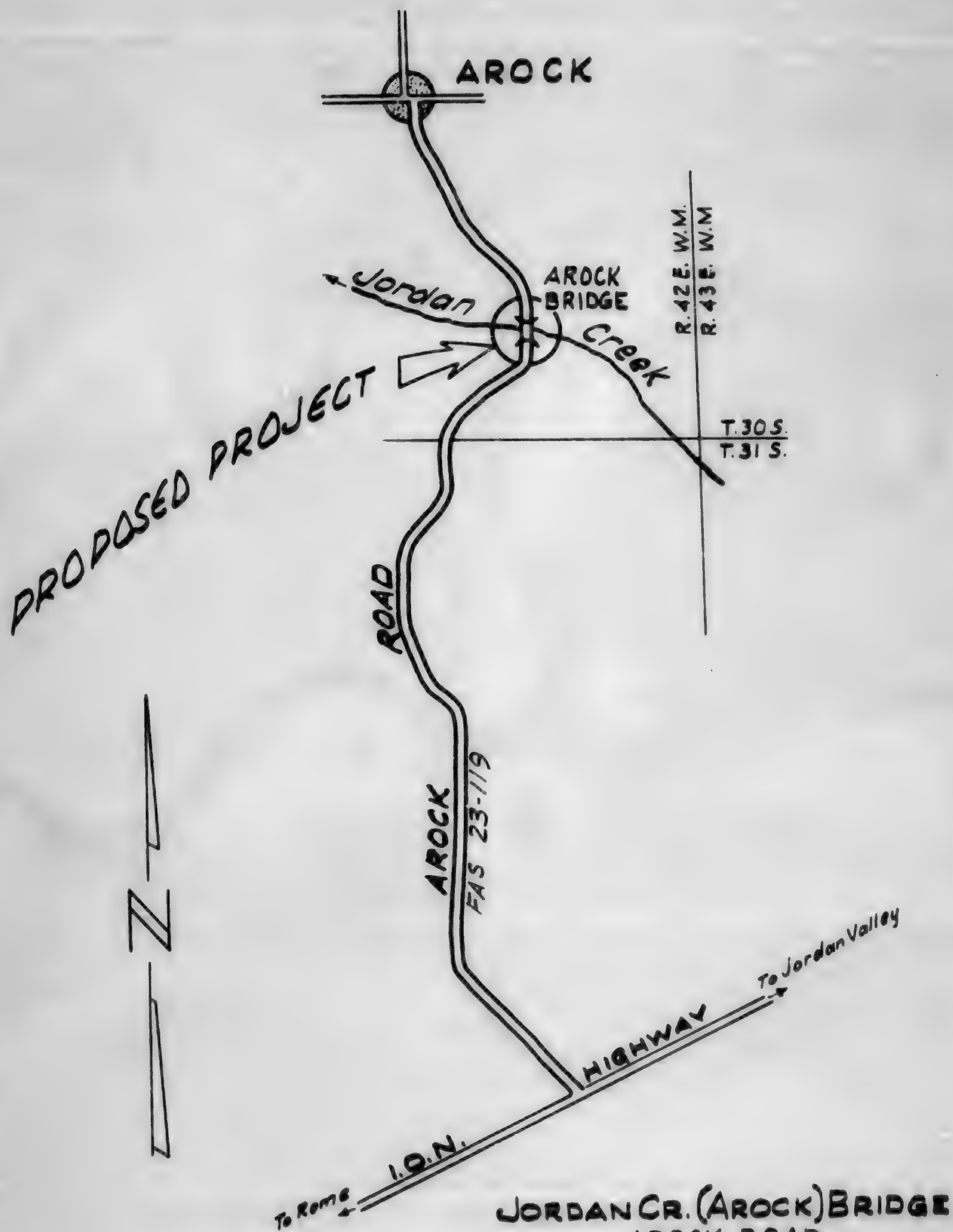
ADT
1969
70-110
Dec 90

HIGHWAY:	Arock Road. Federal-aid Secondary No. 23-119.
TERMINI:	Approximately 2.2 miles northerly of the junction of Arock Road with the I.O.N. Highway at M.P. 47.01.
PROGRAM:	FAS-C 1970 Funds.
NARRATIVE:	To prepare a vicinity map and plans, specifications and estimates for the construction of a new bridge. Road can be closed during construction; County will furnish the detour. Approaches, connections, guardrails and rip rap to be included in the contract.
TYPICAL SECTION:	Two 10-foot travel lanes with 2-foot shoulders.
MATERIAL:	To be determined during survey.
ACCESS:	No Change.
STRUCTURE:	New bridge to have 24-foot horizontal clearance.
AGREEMENTS:	Routine FAS-C project.

September 10, 1970
Attachment

cc: Bureau of Public Roads (3)
R. L. Porter
A. E. Johnson
V. D. Wolfe
F. B. Crandall
Ivan Merchant (4)
F. D. Morgan
J. M. Cartwright (2)
B. L. Gifford
W. N. Hackleman
R. E. Olson
Robert Royer
W. H. Tebeau
G. C. Wills
H. S. Cox (2)
H. S. Coulter (3)
F. B. Klaboe
E. S. Hunter
R. N. Bothman
F. L. Hall
D. H. Moehring (3)
L. H. Young
R. N. Chase
V. J. Johnson
A. D. Olson
Jack Rowland
C. G. Swenson
F. E. Terpin
F. W. Yarbrough (2)

RECEIVED
SEP 15 1970
OFFICE OF
STATE HIGHWAY ENGINEER



JORDAN CR. (AROCK) BRIDGE
AROCK ROAD
MALHEUR COUNTY

RECEIVED
SEP 11 1970
FOR

S-23-11 21(-)

MEMO TO FILES:
9/8/70
7-1-70

Re: Jordan Creek (Arock) Bridge
Arock Road, FAS 23-119
Malheur County

Pursuant to Paragraph 6c of PPM 20-8, a public hearing will not be required for the subject project due to the following:

1. Acquisition of additional right of way will not be required. It is proposed to replace the existing inoperative bridge with a reinforced concrete structure 24 feet wide on the same grade and alignment and within the existing 60-foot right of way.

2. The project does not have an adverse effect on the abutting property. The surrounding country is undeveloped cattle range land and, since additional land will not be taken for right of way, no home, farm, business or other development will be disrupted. The construction of a new bridge at this location will be a benefit rather than a detriment to the adjacent property and to the community of Arock.

3. The project does not change the layout or function of connecting roads or the facility being improved. The project is of such short duration that there are no roads connecting into the project area. The new facility will retain the same functions of the existing two-lane two-way road and provide the same level of service to the traveling public.

Robert H. Prange
Rural Engineer
County and City Section

RHP:ljt

cc: F. B. Klaboe
A. E. Johnson
F. L. Hall
L. H. Young
I. D. Merchant
R. N. Chase
B. L. Gifford
Federal Highway Administration

RECEIVED
SEP 10 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 1 1970

FOR FILES

Form No. 21 (12-67)
UNITED STATES GOVERNMENT

Memorandum

5-23-1190 (1)

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

7490

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: July 31, 1970

In reply refer to: 08-35-EC

NOTED
R. L. PORTER

SUBJECT: Oregon FAS 23-119(-)
Jordan Creek (Arock) Bridge Section
Malheur County

Based on the information supplied in Mr. Prange's July 21 memorandum we concur that a bridge with a 24-foot clear roadway is adequate for current conditions and those to be expected in the foreseeable future. Approval of a structure of this width is given with the following conditions:

1. The structure will be so designated that it can be readily widened for future traffic warrants.

2. If the approach roadways are widened the structure will be widened concurrently.

8-4 copy to Merchant Eat Klaboe

NOTED
A. E. JOHNSON

NOTED
TOM EDWARDS

Johnson

RECEIVED
AUG3 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 15 1970
ENGINEER
COUNTY & CITY DIVISION

COUNTY ROAD FAS-C PROJECT REQUEST

7-23-70

Name of County Mahaska FAS No. 23-119 Date _____
County Road Name Avis
Section Name _____ Length _____
Type of Project _____
Location of Project (Attach sketch map) _____
ADT _____ Road Class (Highway Standard) _____

Is this request for county bridge design only? Yes _____ No _____
or for County FAS bridge design? Yes _____ No _____

I. ROAD PROJECT DATA

Existing F.A.S. Road 23-119

1. Traveled Surface: Type Fld. Oiled Surface Width 18 feet
2. Shoulders: Type gravel Width 2 feet
(NOTE: Oiled or paved shoulders required on all Class E or higher projects.)
3. Grading & Drainage:
By County ____ County Date of Completion _____ By Contract X
4. Bottom Base Course:
By County ____ County Date of Completion _____ By Contract ____
Has base design been given to County? Yes ____ No ____
Will it be furnished? Yes ____ No ____
5. Leveling Course:
By County ____ County Date of Completion _____ By Contract ____
6. Binder Course:
By County ____ County Date of Completion _____ By Contract ____
7. Traveled Surface & Shoulders:
By County ____ County Date of Completion _____ By Contract ____
8. Clearing:
By County ____ County Date of Completion _____ By Contract ____
9. Curbs:
Curbs Required? Yes ____ No no
Type Desired (rolled, exposure, monolithic, special county standard, etc.) _____
Width between Curbs _____
10. Are A.C. footpaths behind curbs desired? Yes ____ No ____
11. Are there any structures to be replaced or altered? Yes ____ No ____
12. Will replacement be by: County _____ Contract _____
(NOTE: If by contract, fill out bridge project data on pages 2, 3, and 4)

13. Will County adjust structure to new grade? Yes ____ No ____

14. Will County adjust structure to additional width? Yes ____ No ____

15. Will adjusted width be standard? Yes ____ No ____
(NOTE: Standard width of structure is traveled way plus full shoulders or 32', whichever is greater. If structure is of substandard width, County must sign same to satisfaction of Bureau of Public Roads.)

16. Does County wish rounding of cutbanks? Yes ____ No ____

17. Does County wish sight posts installed? Yes ____ No ____

18. Does County wish guard rail installed? Yes Yes No ____

19. Does County wish seeding and mulching incorporated into job?
Yes ____ No No

20. Will traffic signals be required? Yes ____ No No
If yes, give location and type: ____

21. Is project contingent upon other factors? Yes ____ No No
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: ____

Remarks re Section I: ____

II. BRIDGE PROJECT DATA

1. Name of river or stream Jordan Creek

2. Name of bridge Creek Bridge over Jordan Creek

3. Location (please attach map with location marked): ____
Section 36 Township 3 S 8 Range 43 E. W.M.

4. Desired width of bridge 22 24 Eu 1+Hor
(NOTE: Standard width of FAS structure is traveled way plus full shoulders or 32', whichever is greater.)

5. Are sidewalks desired? Yes ____ No no
Upstream ____ Downstream ____ Width ____

6. Does County wish a particular type of bridge design? Yes Yes No ____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc. ____
Standard Design Prestressed Slab Concrete

7. Will County furnish any materials for bridge? Yes ____ No NC
Explain ____

8. Foundation Testing: By County? Yes ____ No ____
By State? Yes Yes No ____

9. Can road be closed during construction? Yes Yes No ____

10. Detour: Required? Yes ____ No ____
By County? Yes Yes No ____
By Contractor? Yes ____ No ____

11. Approaches or Connections: By County? Yes ____ No NC
By Contractor? Yes Yes No ____
Traveled surface: Type Oiled Width 18 FT
Shoulders: Type Gravel Width 4 FT
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

12. Guard Rail: Desired on approaches or connections: Yes Yes No ____
Right side only? Yes ____ No ____
Both sides? Yes Yes No ____
(NOTE: Safety standards require that guard rails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guard rail installation or otherwise delay contract completion.)

13. Existing Structure: Remain in place? Yes ____ No NC
Use for detour? Yes ____ No ____
Removed by County? Yes ____ No ____
Removed by Contractor? Yes Yes No ____
Salvaged by Contractor for County? Yes ____ No NC
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

14. If riprap or rock blanket required, to be:
By County? Yes ____ No ____
By Contractor? Yes Yes No ____

15. Will any of the following utilities be attached to this structure?

a. Water mains: Yes_____ No none Size_____
Company_____

b. Sanitary sewer mains: Yes_____ No none Size_____
Company_____

c. Storm sewer: Yes_____ No none Size_____
Company_____

d. Gas mains: Yes_____ No none Size_____
Company_____

e. Power lines: Yes_____ No none Size_____
Company_____

f. Telephone lines: Yes_____ No none Size_____
Company_____

g. Other Utilities: none

16. Does County wish provisions made for future utility attachment to structure? Yes_____ No no

17. Does County wish lightpost bases and conduit installed? Yes_____ No no

18. Does County wish complete job of illumination in project? Yes_____ No no

19. Is project contingent upon other factors? Yes_____ No no
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)
If yes, explain: Presently no tie-in project

Remarks re Section II: _____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes Yes No ____
   By County? Yes ____ No Nil
   (Note: If project is canceled, County must pay for survey.)

2. Does County have any survey data? Yes ____ No Nil

3. Construction plans and specifications to be prepared: It is the opinion of the County that the Design of the Bridge over Bull Creek at Waterfall on the Harper Waterfall F.A.S. Route would be satisfactory.
   By State? Yes Yes No ____
   By County? Yes ____ No Nil

4. Does County desire center line to be permanently monumented as part of project? Yes ____ No Nil

5. Does County desire right-of-way to be permanently monumented as part of project? Yes ____ No Nil
   (Note: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 50 ft. Minimum _____

2. Is any additional right-of-way needed? Yes ____ No no

3. Will right-of-way be acquired by: Resolution ____ or Deed ____

4. Should State prepare options? Yes ____ No no

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes ____ No no

6. Should material source site be included in right-of-way descriptions? Yes ____ No no

7. Is there any merchantable timber on right of way? Yes ____ No no

8. Will timber be reserved for owner? Yes ____ No no

9. Will timber become property of contractor? Yes ___ No no

10. Is a hearing necessary? Yes ____ No no
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes ____ No no
If yes, give type and name of utility company: _____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes ____ No no
If yes, give type and name of utility company: _____

13. Are utilities on existing right-of-way by permit no or by franchise _____
(NOTE: County must move all utilities located on present right-of-way.)

14. Are there any irrigation facilities: Yes ____ No no
If yes, give name of irrigation company or district _____ and dates between which water can be turned off: From _____ To _____

15. Are there any railroad crossings? Yes ____ No no

16. Name of Railroad none

17. Number of tracks: Mainline ____ Siding ____ Total ____

18. Sight Distance: _____ (Left) _____ (Right)

19. Number of Trains: Passenger _____ Speed _____
Freight _____ Speed _____

20. Angle of Intersection: _____

21. Type of Existing Crossing: Grade ____
Overcrossing ____
Undercrossing ____

22. Existing Protection:
Advance warning signs ____ Automatic flashing ____ Stop signs ____
Crossbucks ____ Automatic bell ____ Gates ____

23. Proposed Protection: _____
_____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes ____ No no

25. Will railroad crossing be altered? Yes ____ No ____
If yes, specify: _____

26. Traffic Control Signing:
To be part of project? Yes ____ No no
By County? Yes ____ No yes
By State at County expense? Yes ____ No ____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes ____ No ____
By County? Yes ____ No ____
By State at County expense? Yes ~~yes~~ ~~No~~ ____ if desired and necessary.
(NOTE: Striping must be completed prior to acceptance.)

28. Does County wish State to prepare P.U.C. hearing data? Yes ____ No no

29. Will P.U.C. application be made by State no, or County ____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or businesses requiring relocation assistance? Yes ____ No no
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV _____
_____
_____
_____

V. MATERIAL SOURCES DATA

1. Gravel _____ Quarry ~~_____~~ on Apache Road near Highway 95 Cinders _____
2. Owner: County ____ State X Private ____ Other ____
3. Location: ~~12~~ Section ~~31~~ 12 Township 31 N Range R42E. W.M.
4. If County lease, what are royalty payments? _____
5. Materials furnished by County: Borrow ____ Select Topping ____
   Base Course ____ Level Course ____ Mineral Aggregates ____
   Location _____
   Miscellaneous Items: _____

Remarks re Section V _____

VI. FINANCIAL DATA

1. Estimated Cost: $ Under $50,000
2. Available FAS Funds: $ _____
3. Date match money is available: July 10, 1970
4. Will there be any 100% County money? Yes ____ No no
5. Maximum amount of 100% County money available: $ All that is necessary
6. Date County requests letting: Emergency As soon as funds

Remarks re Section VI _____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: None

This application is not complete without an attached exhibit showing location of project.

By Ellis A. Gilchrist
County Judge or Comm. Chairman

By E W Mead
County Commissioner

By Henry Eckhart
County Commissioner

By _____
County Engineer or Roadmaster

Robert A. Young
U.S.H.D. Field Engineer

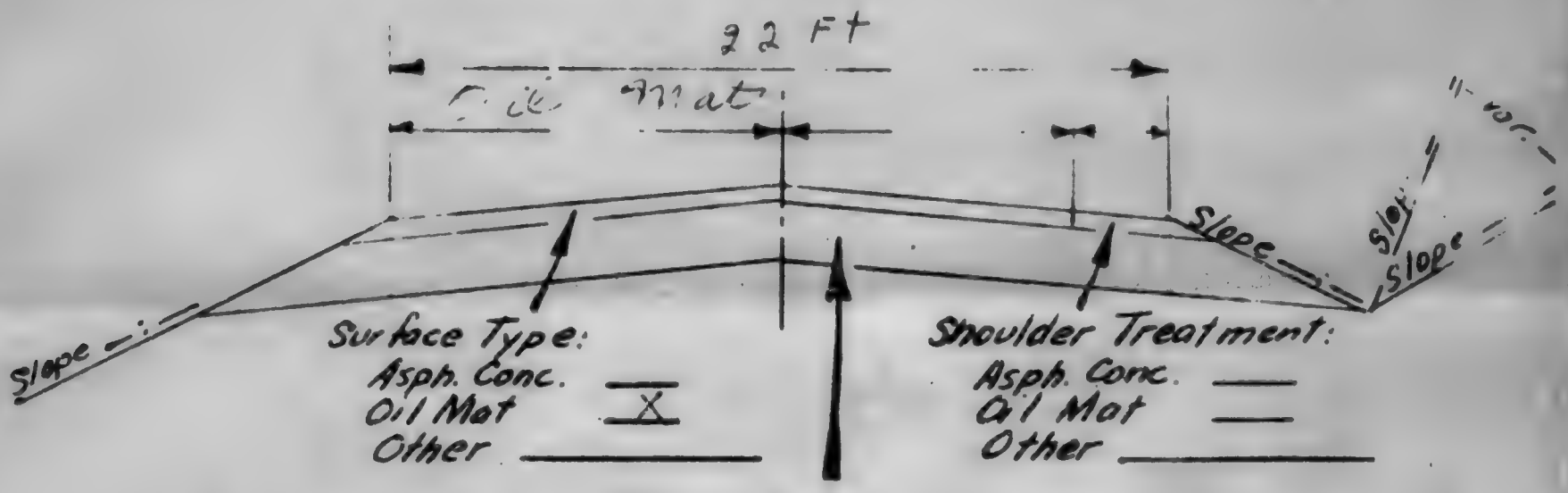
County Malheur
Date 7-14-70

Date 7-22-70

69-a, FAS-C

TYPICAL SECTION

Road Plan



Surface Type:
Asph. Conc. ___
Oil Mat X
Other ___

Shoulder Treatment:
Asph. Conc. ___
Oil Mat ___
Other ___

Type of Base:
Pit or Quarry Run ___
Crushed Stone ___
Asph. Treated ___
Cement Treated ___

No. of Lanes ___
Lane Width ___
Shoulder Width ___ or Shy Dist. from Curb ___
Median Width ___
Total Width between Curbs ___

Foot paths:
Asph. Conc. ___
Gravel ___

Curbs
Type "C" ___
Curb & Gutter ___
Other ___

RECEIVED
JUL 24 1970
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

July 21, 1970

Mr. R. E. Simpson, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97310

Dear Mr. Simpson:

Attached is a letter from Malheur County which accompanied a project application for an FAS-C project on Arock Road, FAS 23-119 in Malheur County. The proposed project is known as the Jordan Creek (Arock) Bridge Section; and the County has requested that consideration be given to designing a structure with a 22 or 24-foot roadway.

The existing route was constructed as Project No. S-179(1) in 1955 with an 18-foot Type 0-11 oil mat and 1-foot gravel shoulders. This facility has adequately served the area for the past fifteen years and, as stated in the County's letter, will continue to meet the long term needs of the area without major improvement. 1969 traffic counts indicate 70 ADT at the north end of the route and 110 ADT at the south end, making an average of approximately 90 ADT for the entire route. A portable recorder count was taken in April, 1970, and showed an actual 24-hour count of 65 (north end) and 86 (south end). In converting these counts to ADT, the Traffic Department can see no change over the previous ADT. The 15-year traffic expansion factor for this area is 1.3 and the 20-year expansion factor is 1.4.

In considering the minimal amount of economic and cultural growth which will take place in the Arock area, the Malheur County Court feels that other than normal maintenance, very little will be done to upgrade the Arock Road in the foreseeable future. It is also the Court's opinion that a new structure over Jordan Creek at least 24-feet wide would favorably coincide with the roadway width of the existing road. The County also feels that at the present time, it could not economically justify widening a short section of Arock Road adjacent to the Jordan Creek Bridge for the sole purpose of obtaining an extra wide bridge.

It has been suggested that an initial structure with a 24-foot roadway be constructed of precast members, so that additional members might be added for future widening when Malheur County finds it necessary to upgrade the roadway of Arock Road. Inasmuch as an emergency exists because of the closure of the existing bridge and the County is most anxious to obtain a structure of useable width to match the existing roadway, it would seem that this could be a logical solution to their problem.

NOTED
A. E. JOHNSON

Will you please review the attached correspondence, photographs and other related data and inform us of your conclusions and recommendations. We will not submit this project to the Highway Commission for approval until we have received your reply.

Very truly yours,

R. L. Porter
State Highway Engineer

By: for H. S. Cox
County and City Engineer

RHP:ljt
Att.

cc: R. L. Porter
Tom Edwards
F. B. Klaboe
A. E. Johnson
D. J. Barbee
L. H. Young
I. D. Merchant
H. S. Coulter

RECEIVED
JUL 22 1970
OFFICE OF
STATE HIGHWAY ENGINEER

The County of Malheur

VALE, OREGON

July 14, 1970

Mr. H. S. Cox, County City Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

RE: FAS 23-119 Bridge

Dear Si:

A completed set of project request forms is enclosed for the Jordan Creek Bridge. Our request for a 22 - 24 foot bridge is, as previously stated, based upon vehicle count and anticipated use of the road serving approximately 12 ranches, a school and store which make up the community of Arock; and from the physical factors which make it logical to assume that the area served will have little probability for growth.

The Court has discussed the bridge width with the Jordan Valley Advisory Road Board, ranchers and businessmen within the area and, in every instance, there has been agreement that a 22 - 24 foot bridge will meet the needs and safety of the area.

We're enclosing two photographs taken July 11, 1970 by Walt Gillespie, County Surveyor and Engineer. Please note that the survey rod of 18 feet is resting on two poles at the edge of the oiled surface of the road. A 22 - 24 foot bridge will be as wide as the oiled surface of the road plus the shoulders.

To replace the present 16-foot bridge with a 28-foot bridge would mean widening the road on both approaches which would require considerable blasting of rock and added expense which does not appear to be justified.

Malheur County, therefore, is requesting that an exception be made for a 22-foot or a 24-foot bridge.

Sincerely,

MALHEUR COUNTY COURT

Ellis A. White

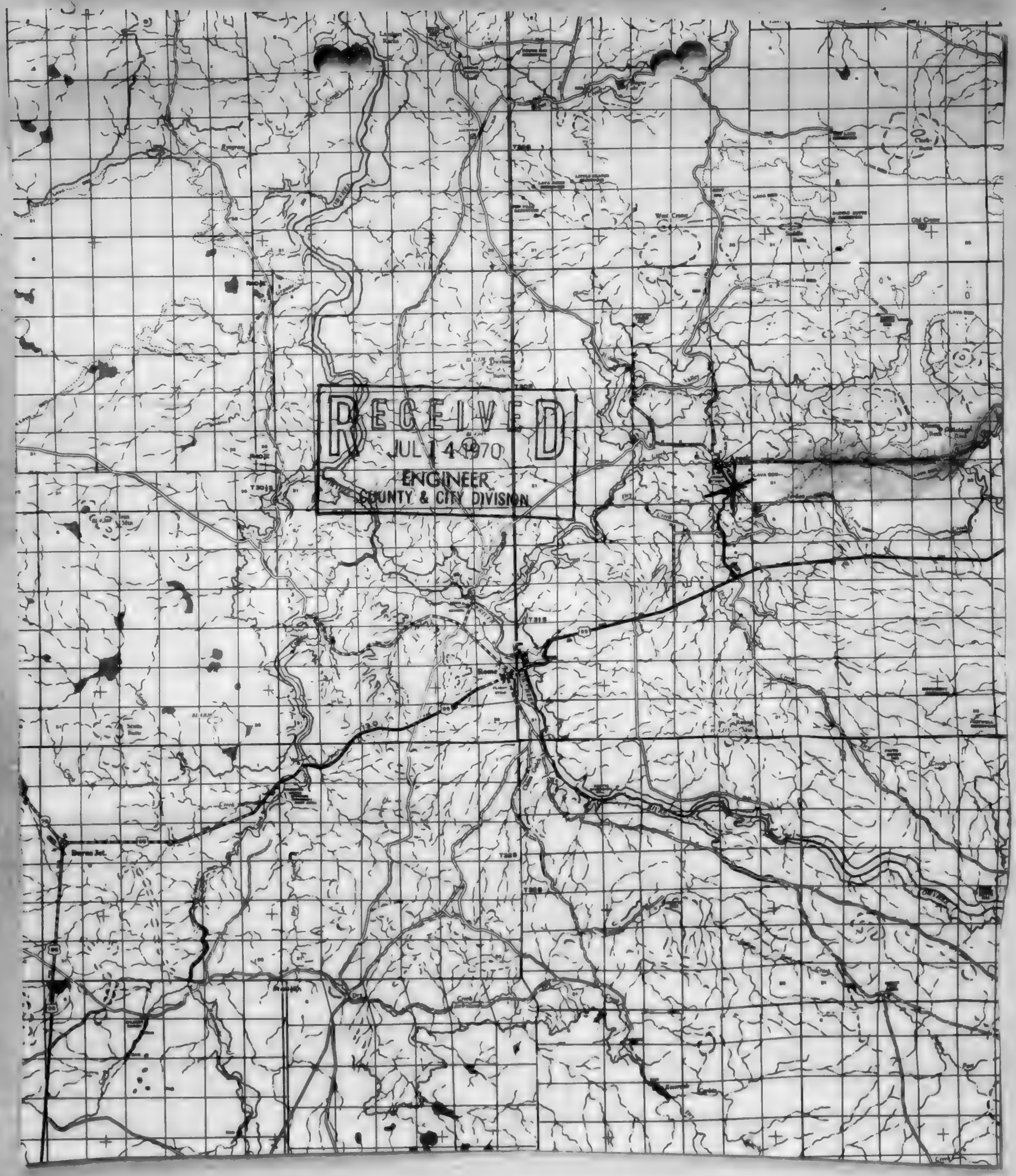
By: Ellis A. White
Malheur County Judge

cc: Scott Coulter & Robert Prange
enc: (2)

RECEIVED
JUL 15 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
R. H. PRANGE

NOTED
DON HARWELL


RECEIVED
JUL 14 1970
ENGINEER
COUNTY & CITY DIVISION

FORM B-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
H. S. COX

La Grande, Oregon
July 13, 1970

SUBJECT: Malheur County Court Request for Federal Aid Project-Arock Road

To: Mr. H. S. Cox
County & City Engineer

S A L E M

We are attaching a copy of a letter from the Malheur County Court, requesting a Federal Aid project on the Arock road. This is a request for a new structure over Jordan Creek to replace the existing structure which has been damaged by a truck accident.

The County is requesting a 22-foot wide roadway structure. This may not meet the BPR requirements; but it would seem that the 22 feet would be adequate for today's traffic and, if the abutments were constructed originally so that if and when the need arose for the wider structure in the future additional deck slabs could be placed, it would be a satisfactory arrangement in the opinion of this office.

Would you please follow the usual procedure in bringing this request to contract.

H. S. Coulter
Division Engineer

By

Alfred Shirley, Jr.
Assistant Division Engineer

AS:sh
Attachment

RECEIVED
JUL 14 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
DON HARWELL

NOTED | DE | ADE | ACE | DOE

JUL 10 1970

REC'D DIV. OFFICE
LA GRANDE

County of Malheur

D
A. SHIRLEY

VALE, OREGON
July 9, 1970

NOTED
R. D. HECTOR

Mr. Scott Coulter, Division Engineer
Oregon State Highway Department
LaGrande, Oregon

Dear Scott:

The old steel truss bridge on the Arock Road section of FAS 23-105 over Jordan Creek has been damaged by a truck accident. The bridge is beyond practical repair and closed to all traffic, which results in an emergency.

The road carries ADT vehicle count of 100 - 110. As you may remember, this road has an 18-foot oiled driving surface and a 2-foot shoulder. It connects with 10N State Highway 456 and serves only the small community of Arock. The Danner connection is presently presented before the court for vacation by reason of the consolidation of ranches and non-use.

The County Court proposes to replace the bridge with a pre-stressed structure on the basic design of the bridge over Bully Creek on the North Section of the Harper - Westfall FAS road. Since we have the bare minimum funds for roads and bridges, the County Court is requesting a 22-foot wide bridge of approximately 100-110 foot length in the present location.

A 22-foot prestressed concrete bridge will fully meet the present and long-term needs of the area due to the topography and all available area is already under irrigation and there is no probability of growth. Such a bridge will match the width of the road and represent an improvement on the 16-foot steel structure.

In as much as closure of the bridge presents an emergency and matching funds are on hand, the Court will appreciate your consideration and assistance to both the exception and expedition of construction of the proposed prestressed concrete bridge.

Sincerely,
MALHEUR COUNTY COURT
Ellis A. White
By: Ellis A. White
Malheur County Judge

cc: Kurt Duval
enc: (4)

NOTED
DON HARWELL

ROUTE OR HWY. No. FAS 23-119

COUNTY Malheur WEATHER Clear

DATE: SET OUT 4 / 7 / 70 DAY Tuesday

PICK UP 4 / 8 / 70 DAY Wednesday

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
PLANNING SURVEY

PORTABLE RECORDER COUNT RECORD SHEET

MILE POST	LOCATION		TIME	READING	VOLUME	REMARKS	PREV. ADT
0.02	0.02 mile south of county road at Arock	PICK UP	"	29700	65	No logging	
		SET OUT	11:30 A.	29635		Mostly ranch area, some	70
3.38	0.02 mile north of I.O.N. Highway FAS 23-018	PICK UP	"	65096	86	irrigation in valleys for hay crops.	
		SET OUT	11:40 A.	65010			110
		PICK UP				Grade school at Arock also church no businesses of any kind	
		SET OUT					
		PICK UP					
		SET OUT					
		PICK UP					
		SET OUT					
		PICK UP					
		SET OUT					
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		SET OUT					
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		PICK UP					
		SET OUT					

Form E-531 10M

RECORDER John W. Harris

Form E-136-B—634—4-60 State Printing 43003

Oregon State Highway Department

BRIDGE INVENTORY INSPECTION RECORD

SKETCHES Sheet ..... of .....

Bridge over Log of Road and mile No. FAS589 (23-114) County Malheur

Inspected by C.S. & W.O. Date Oct 29 1962 Bridge No. .....

0.00 S. End at Jct with FAS 513 26 miles W. of Jordan Valley

1.24 8'x5' RCBC 70° skew

1.81 Road Lt.

2.58 Jordan Creek H-13.6 1-23' PT; 1-19' FT on Conc. posts
1-84' St. Through Truss on Conc pier & abut. 4"x12" deck
9-6"x18" strs. on span #1
9-4"x16" " " " #2
9-4"x14" " " " #3 Truss
Run. plank 4-3x12 each wheel track
HC 12'-9" VC 12'-11" DS 14' 1938

2.61 Road Rt.

3.18 Church Rt.

3.27 School Lt.

3.30 Street Lt

3.37 N. End at Jct with County Road at Arock
Hidden Valley Lt. 4 miles; Danner Rt 11 miles

Form E-136-B—1200—8-59

State Printing 22804

Oregon State Highway Department

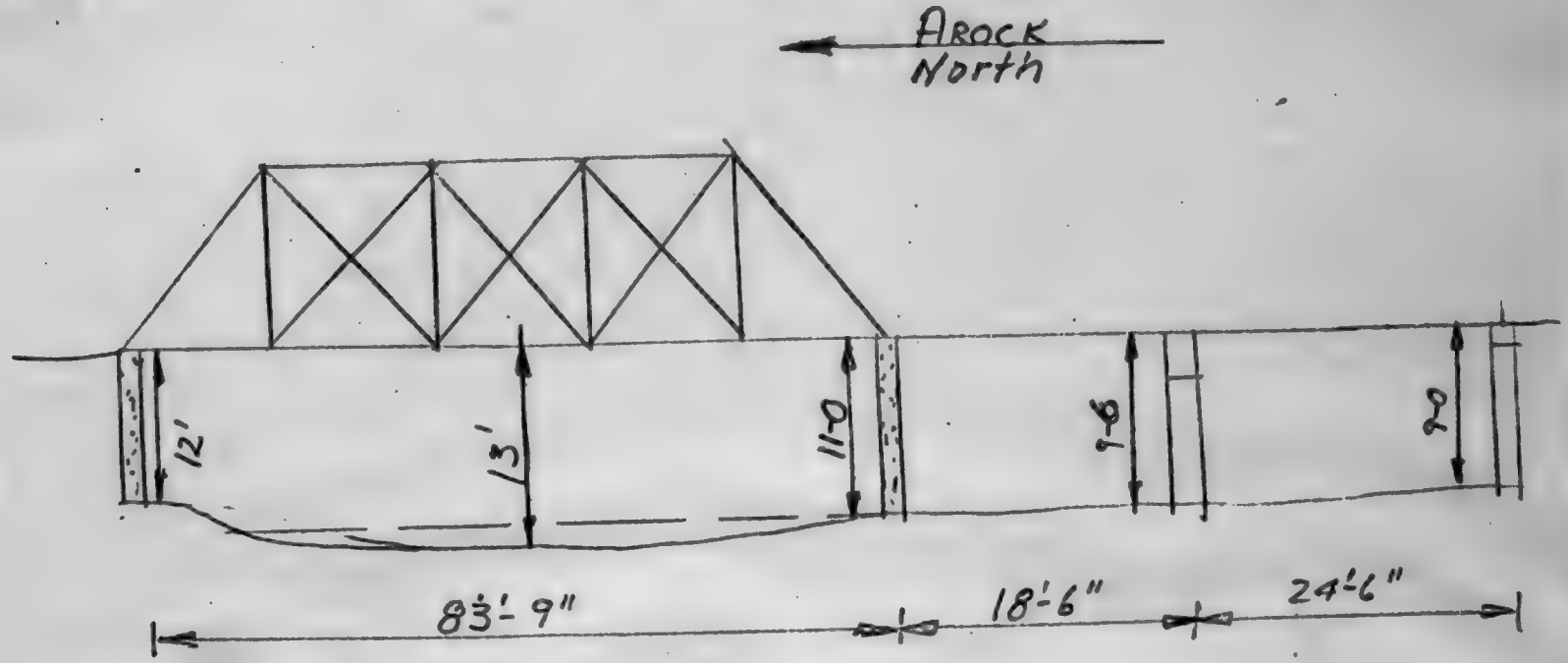
BRIDGE INVENTORY INSPECTION RECORD

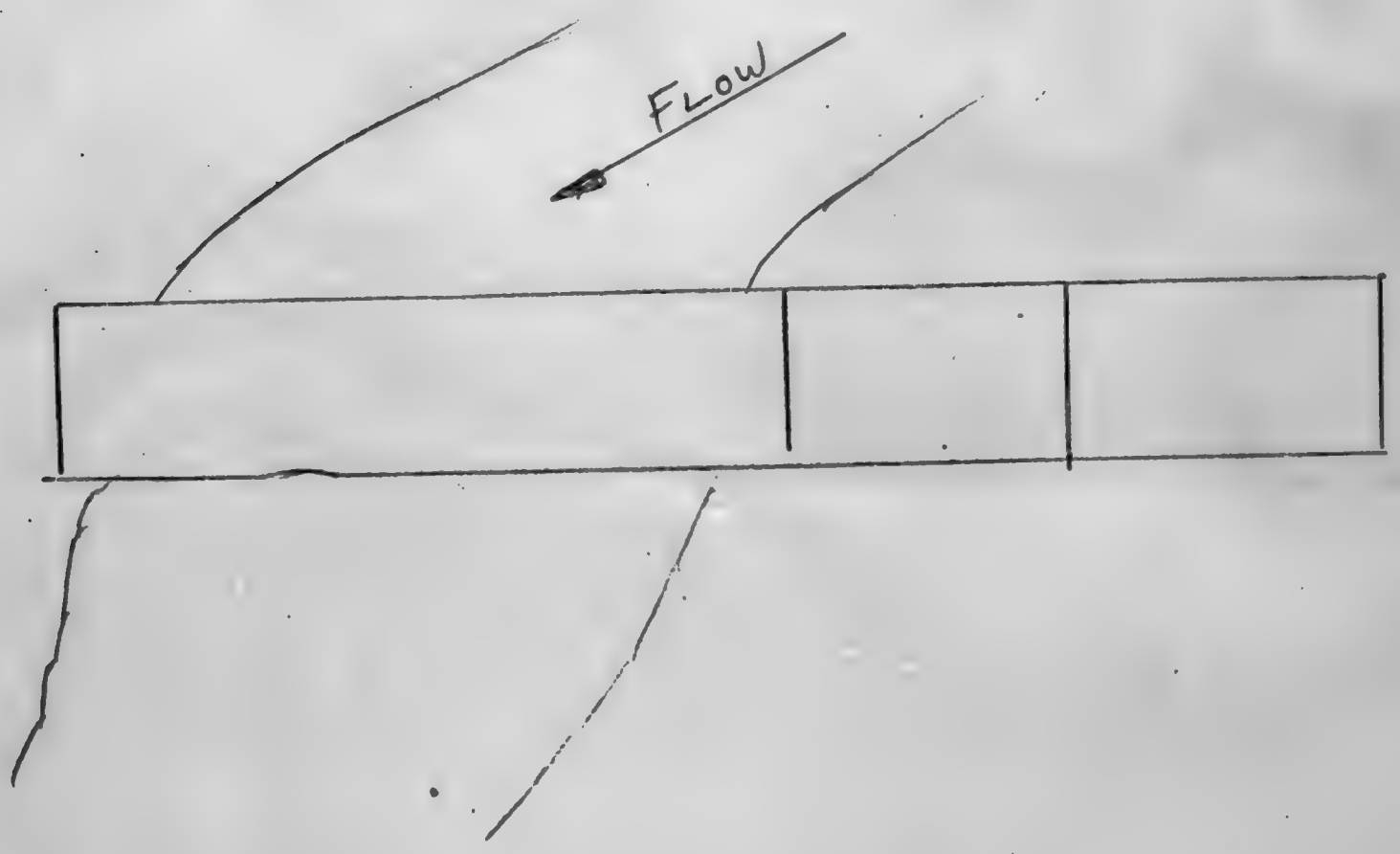
SKETCHES

Sheet 3 of 10

Bridge over JORDAN CR Road and mile No. FAS 589-2 5-8 County Malheur

Inspected by A.A. Date 1-15-63 Bridge No. —





T.30S., R.42E.,

Creek

Jordan

Const Appr

Const Appr Rt

Const Appr Lt
Inst 12 C.M. Pipe-22'

Remove 36" C.M. Pipe-22'
Inst 36" C.M. Pipe-36'

Inst 18" C.M. Pipe-42'

Remove 15" Conc. Pipe-34' (Impl.)

Const Appr Lt and Rt

12" Conc. Pipe-27' (Impl.)
Extend 3' Lt.
Dr. Exc. 1 C.Y.

Inst 18" C.M. Pipe-42'
Dr. Exc. 10 C.Y.

Remove 36" C.M. Pipe-22'
Inst. 36" C.M. Pipe-36'
Dr. Exc. 10 C.Y.

Dr. Exc. 7 C.Y.

400' V.C.

-.3667

160' V.C.

-.0163

300' V.C.

Exc. 216

Exc. 749

Exc. 1125

Exc. 923

Exc. 2909

LOH. 4 C.Yd. Sta

30H. 1296 Yd. Sta

30H 2045 Yd. Sta

Exc. 7
Emb. 5

Emb. 836

Exc.
Emb. 96
71

Emb 2192

39

40

43

I-80N-7(31) Baldock Slough-Richland Int. 1970
296 Sec., Old Oregon Trail, N. of Baker.
#7491 (Grad., pav., struct. & sign.)

CA 4046
CA 4102

Pre construction and Utility
data for: Con 16
I-80
Old Oregon Trail
N. Powder - Baker
1973

7491 7-9-74

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Wash DE (HHO-32)
OSHD (Coulter)

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	23	Baker	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
7-9-74	R. A. Nichols, Area Engineer	I-80N-7(31)296

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
4-6-73	9-13-73	100%	450 CWD

APPROVED EXTENSIONS	LOCATION
132 CWD	Project begins at Sta 812 about 6 miles north of Baker, Oregon. It proceeds southerly 5.3 miles to a point about ½ mile north of the northeastern city limits of Baker.

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
JUL 10 1974

BALDOCK SLOUGH - RICHLAND INTERCHANGE
OLD OREGON TRAIL HIGHWAY
Grading, Paving, Structures, and Signing

Washington

NOTED
H.S. COULTER

RECEIVED
JUL 11 1974
Office of
Assistant State Highway Engineer
7-11-74
cy Corat.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Original signed by R. A. NICHOLS R. A. Nichols		SIGNATURE: ~~Original Signed By~~ VERNON V. CUSACK E. J. Valach	
TITLE: Area Engineer	DATE: 7-9-74	TITLE: District Engineer	DATE: JUL 10 1974

FORM FHWA-1446 B (12-73) FORMELY PR-33E

Previous Editions Of PR-33E Will Not Be Used.

7491

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon

DATE April 30, 1974

TO E. S. Hunter
Assistant State Highway Engineer

SALEM

FROM for R. C. Lang
W. E. Schwartz
Regional Engineer

SUBJECT North Powder-Baker Section
Old Oregon Trail Highway
Contracts 7514, 7516, 7491, 7539
Baker County

RECEIVED
MAY 1 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

There were four separate contracts on the above highway section. They were North Powder-Powder River, Powder River-Baldock Slough, Baldock Slough-Richland Interchange and Richland Interchange-South Baker Interchange. All of these contracts had asphalt pavement surfaces. The paving was completed on these sections in the fall and early winter of 1972.

During the late winter and spring of 1973 we noted that the paving on three of the four contracts was experiencing considerable wear. Initially, we tried to attribute this excessive wear to studded tires. As the summer progressed and the wear continued, even though studded tire season was past, it was obvious that there must be another reason.

All three of these contracts obtained paving aggregate from Baker Valley gravel sources. In each contract the material was produced substantially within specifications. What was not recognized at the time, but has since been revealed, was that the gravel particles are coated with a mica-like material which adheres tightly to the aggregate until the material is exposed for a period of time to air and water. The mica particles are then released and become a portion of the #10-0 material in the asphalt mix.

Core samples taken recently and analyzed by Assistant Materials Engineer Jim Wilson support this theory. Wilson also explains how this excess #10-0 affects the mix, causing deterioration of the surfaces. A copy of his report is attached.

5-2-74
original to
Wm Wolfe

cc Materials

5-1-74
Wm
Lee what can I say
except can't list
This July or
will I ever get
Ehh

Late last summer, in an attempt to stop the deterioration by getting more asphalt into the mat, we black-sealed the North Powder-Powder River and Powder River-Baldock Slough sections with SS-1 emulsified asphalt. While it did stop the ravelling by putting an asphalt coating around the surface rock particles, it did not penetrate the surface. This coating will soon be worn off by traffic and we expect the erosion to resume. We consider the black seal to be a stop-gap measure at best. We spent $8,000 on this work and cannot afford to spend this much and more on a yearly basis to hold the road surface.

As a permanent solution to the problem we would like to consider an open-graded safety seal course to be added over the existing surfacing. On all safety overlay projects currently being worked up for contract, the safety seal is a regular part of the pavement improvement and is fully eligible for funding by F.H.W.A. It seems reasonable that these recently completed sections of highway should be eligible for the same safety wearing course, which is now an accepted part of the pavement design.

Your consideration of this request will be appreciated and a favorable response will help us solve a serious maintenance problem.

WES:je
Attachments

cc: H. S. Coulter w/attachments
C. T. Keasey w/attachments

FORM S-30 (REV. 10-00)

RE ROE ROE ROE

ROE APR 12 1974

RECEIVED REGIONAL OFFICE

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
April 11, 1974

SUBJECT: A.C. Pavement
North Powder-Powder River Sect.
Contract 7514

To: W. E. Schwartz
Regional Engineer

Attention: Dale Allen

In answer to your request of April 1, 1974 relative to Jim Wilson's letter of March 27th attached are the average gradation results of field tests for 3/4" - 1/4" and 1/4" - 0 A.C. aggregate during production of A.C. aggregates and from bit samples of the mainlines only. All show the material was produced well within specifications.

The gradation averages obtained in the field from bit samples show an average of 31.3% of #10 - 0 material and the mix design was 20.8% to 40.2% including the tolerances. As Mr Wilson stated the mix design was for 30.8% of #10 - 0 material and our tests show a percentage of 31.3, which appears to me to be within reasonable tolerances.

Regarding Mr. Wilson's information of 2621.42 tons of asphalt is in error in that this was corrected in a post final to 2761.70 tons and since that time we have found another error of 180.27 tons, which makes the final figure of 2941.97 tons of asphalt.

With the amount of 58,158.35 tons of asphalt concrete mixture and 2941.97 tons of asphalt in the mix the percent of asphalt computes to 5.06% asphalt, which is very close to our field test results. The design mix for the top course A.C. called for 5.6% asphalt. On 40 bit samples the average showed 5.53% including moisture. The moisture ran from .1% to .3% making our field tests for asphalt show 5.2% to 5.4% asphalt which is well within tolerances.

There is nothing in our field records that indicate the Class "B" asphaltic concrete produced on this project was not well within our specifications.

H. M. Fillmore
Resident Engineer

EMF/wjs

Form P-49

OREGON STATE HIGHWAY DIVISION

TABULATION SHEE

SHEET ... OF ..... SHEE

Main Roadbed only
North Bound - Bound Lo...
Contract Trial Section [illegible]

Average Class "B" AC Samples
of #4-0 - 23 Tests #47 to #69

(Field Control)
Avg.

Mix Design

#4 - #10		27%				24.5% - 32.5%		
#10 - #40		19.5%				12.5% - 20.5%		
#40 - #200		7.6%	31.3		20% to 40.3%	5.2% - 13.2%		
Pass #200		4.1%				3.0% - 7.2%		
Asphalt		5.1.3%				4.3% - 5.8%		

Hot Mix
Bit...
Tem...

OREGON STATE
HIGHWAY DIVISION

(3/4-½) CLASS "B" ASPHALTIC CONCRETE

CONTRACT NO. 7514 DATE: 6-6-66

INSPECTOR:

SPECS.	SIEVE SIZE	WEIGHT LBS.	% RET. of Sample	WEIGHT LBS.	% RET.	LBS.	% RET.
			Average of 10 Tests				
% RETAINED	1"		0				
0-10% RETAINED	3/4"		1.6				
5-40% RETAINED	½"		35.0				
	¼"		52.7				
-15% PASS ¼	1/2"			10.7			
	#4		4.8				
	#10		2.0				
	Pan		3.9				
	Loss						
	Total						

FRACTURE 60%+ by weight

SIEVE	SIZE	% RET	% OF SAMPLE	GRAMS	% RET.	% OF SAMPLE	GRAMS	% RET.	% OF SAMPLE
		Average of 10 Tests							
	#40	1.5		Wet Sieve					
	#80 to 100	.9 to 1.2		Average of 1 Test					
	#200	.7		1.1					
	Pan	.9							
	Loss								

HIGHWAY DIVISION

(4-0) CLASS "B" ASPHALT CONCRETE

DMD: CONTRACT NO. 754

LOCATION:

ITEM NO. & TYP

TOTAL WT. OF SAMPLE

SPECS.

SIEVE SIZE	WEIGHT LBS.	% RET. of Sample	WEIGHT LBS.	% RET.	WEIGHT LBS.	% RET.
		Average of 96 Tests				
3/8"		0				
¼		7.2				
#4		11.9		51.4		
#10		35.7				
Pan		45.2				
Loss						
Total						

% RETAINED

-15% RETAINED

.5- RET.#10
.5% in ¼-0

. & P.L. & P.I.

	LL	PL	PI	LL	PL	PI	LL	PL	PI

OTURE CONT. BY WEIGHT

SIEVE SIZE	GRMS	% RET.	% OF SAMPLE	GRMS	% RET.	% OF SAMPLE	GRMS	% RET.	% OF SAMPLE
	Average of 70 Tests			Wet Sieve					
#40		33.1							
#80	#80	7.0		Average of 9 Tests					
#100	#100	1.7							
#200		2.5			5.6				
Pan		2.3							
Loss									
Total									

(FORM E-10)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

RE ☑ RCE ☐ RSE ☐ RME ☐
ROE ☑ MAR 2 8 1974 ☐
RDE ☐ RECEIVED REGIONAL OFFICE ☐

DATE March 27, 1974

TO W. E. Schwartz
Region Engineer

FROM John C. Jenkins, Engineer of Materials
By
James E. Wilson, Jr.
Asst. Engineer of Materials

SUBJECT Asphalt Concrete Pavement,
North Powder-Powder River
Section, Cont. No. 7514

Testing is complete on asphalt concrete and plant mixed bituminous base cores sampled from areas of pavement surface raveling on the North Powder-Powder River Section of I-80N. Our review of the core test results and contract records indicate that the raveling condition is the result of excess #10-0 in the mix which contains a considerable quantity of mica-like flaky material. Enclosed is test Report #73-28488.

Mix design #72-4986 for wearing surface paving on the project recommended 35.7% ¾"-¼", 28.5% ¼"-#10 and 30.8% #10-0 with 5% asphalt. Gradation of the three recently tested top lift cores are all outside the job mix tolerance of ± 4 percent. The percentages of #10-0 range from 37.1 to 38.4 which resulted in a deficiency of ¾"-¼" or ¼"-#10 in the mix. The wearing surface samples and one of the three base course samples also contain an excess of #10-#40 material outside the broad band limit of 11 - 20 percent. Record and check sample test results for the project show six of the nine base lift samples and five of eight wearing surface samples are outside broad band or mix tolerances for gradation. It appears from this information that a considerable quantity of the stockpiled fine aggregate for AC was produced outside the specification limits of Section 703.08(c).

Asphalt content of both the AC and PM88 cores are within the design job mix tolerances of ± 0.5 percent. This agrees well with field test data and our test results for record and check samples. However, the semifinal dated March 2, 1973 for work performed on the project shows 2621.42 tons of asphalt cement for 58,158.35 tons of Class "B" asphalt concrete which calculates to 4.5 percent. This is considerably less than the design of 5.0 and 5.6 percent for wearing surface and base course, respectively. If the test results are in error, we suggest that additional core samples be submitted to the lab for testing and an evaluation of the test procedures being used.

cc Bob Reinnell
3-28-74

Test results for asphalt recovered from the pavement cores show a rapid rate of aging or hardening. The penetration of asphalt from a one year old pavement using 60-70 grade asphalt should be more like a 45+ value rather than the 19 to 22 for the wearing surface actually determined. This asphalt condition along with the mix binder film thickness deficiency from excess #10-0 are certainly causes for the pavement raveling. It is our suggestion that the pavement be treated with a high maltenes type rejuvenator such as Reclamite and a chip seal or plant mixed seal surfacing be applied to reduce further deterioration of the pavement and base structural section.

JEW:gs

cc: C. T. Keasey
D. H. Moehring
J. H. Walker
H. M. Fillmore
Vern Moore
G. W. Beecroft

Bob Rennells

Form 31-101-2000

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

PAVEMENT EVALUATION, A/C & BITUMINOUS BASE

Laboratory No. 73-28488
Data Sheet No. A 292
Prefix 631-1069
Laboratory charge $ 1,265.00

Project North Powder-Powder River
Highway Old Oregon Trail
Contractor Peter Kiewit Sons' Co. No. 7514
Submitted by Vern Moore
Source of Material Jacobson Borrow Pit, Rt. Sta. 1355
Sampled or inspected at Sta. 1269, 1337 & 1370 To be used Class 'B' A/C & Bit. Base
Sampled or inspected by Clint Smithe Quantity represented

Date received Oct. 17, 1973
Date reported March 27, 1974

Station	1269	1337	1370
Lane	E.B.	E.B.	W.B.
Lift Thickness	1.6"	2.2"	1.8"
Gradation of Cores:	Top A/C	Top A/C	Top A/C
Percent ret. 1"	0	0	0
" " (¾" - 1/4")	32.5	26.1	30.5
" " (¼" - # 10)	23.9	29.9	27.2
" " (#10 - # 40)	23.3	24.0	23.3
" " (#40 - # 80)	7.3	6.5	7.0
" " (#80 - #200)	3.4	3.1	3.0
" " (Pass #200)	4.4	4.4	3.8
Asphalt content, (%)	5.2	5.2	5.2
Mica, Percent of #40 - #80*	1.4	0.8	1.1
Reclaimed Asphalt, pen. @ 77° F.	21	19	22
Bulk sp. gr. in place	2.30	2.23	2.28
Bulk sp. gr. recompacted	2.45	2.39	2.41
Percent relative compaction	93.9	93.3	94.6
Percent voids in place	9.1	10.8	9.9
Percent voids recompacted	3.2	4.4	4.7

* Mica was removed from aggregate by water suspension of particles and decanting the liquid into a #200 sieve and drying the material.

REPORT TO:

- ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- X ☐ Region Engineer — Schwartz
- X ☐ Resident Engineer — Fillmore
- ☐ District Engineer
- X ☐ Files
- X J. Walker
- X D. Moehring
- X Vern Moore
- X G. Roscroft

John C. Jantzen

...ON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

PAVEMENT EVALUATION, A/C & BITUMINOUS BASE

Laboratory No. 7...8488
Data Sheet No. A 292
Prefix 631-1069

Project North Powder-Powder River
Highway
Contractor No. 7514
Submitted by
Source of Material
Sampled or inspected at To be used
Sampled or inspected by Quantity represented
Laboratory charge
Date received
Date reported

Station	1269	1337	1370
Lane	E.B.	E.B.	W.B.
Lift Thickness	2.4"	2.1"	2.2"
Gradation of Cores:	Base A/C	Base A/C	Base A/C
Percent ret. 1"	0	0	0
" " (¾" - 1/4")	32.0	34.2	32.9
" " (¼" - # 10)	32.4	31.8	29.2
" " (#10 - # 40)	18.4	16.5	20.1
" " (#40 - # 80)	5.1	4.8	5.7
" " (#80 - #200)	2.8	2.6	2.8
" " (Pass #200)	3.7	4.2	3.9
Asphalt content, (%)	5.6	5.9	5.4
Mica, Percent of #40 - #80*	0.4	0.4	1.0
Reclaimed Asphalt, pen. @ 77° F.	25	57	30
Bulk sp. gr. in place	2.21	2.24	2.27
Bulk sp. gr. recompacted	2.41	2.44	2.45
Percent relative compaction	91.7	91.8	92.7
Percent voids in place	11.6	11.6	9.9
Percent voids recompacted	3.6	2.4	2.8

* Mica was removed from aggregate by water suspension of particles and decanting the liquid into a #200 sieve and drying the material.

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Files

John C. Jackson

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 73-23453
Data Sheet No. A 292
Prefix 631-1069

PAVEMENT EVALUATION, A/C & BITUMINOUS BASE

Project North Powder-Powder River
Laboratory charge
Highway
Contractor No. 7514
Date received
Submitted by
Date reported
Source of Material
Sampled or inspected at
To be used
Sampled or inspected by
Quantity represented

Station	1269	1337	1370
Lane	E.B.	E.B.	W.B.
Lift Thickness	Bit Base I	Bit Base I	Bit Base I
Gradation of Cores:	2.9"	3.2"	2.8"
Percent ret. 1"	1.6	1.3	1.3
" " (¾" - 1/4")	29.3, 19.8	39.2, 20.8	34.1, 18.3
" " (¼" - # 10)	18.0	19.8	17.1
" " (#10 - # 40)	13.4	13.5	11.7
" " (#40 - # 80)	5.2	5.3	5.3
" " (#80 - #200)	3.3	2.9	3.1
" " (Pass #200)	4.4	3.6	4.0
Asphalt content, (%)	5.0	5.0	5.1
Mica, Percent of #40 - #80*	-	0.4	0.5
Reclaimed Asphalt, pen. @ 77° F.	25	25	27
Bulk sp. gr. in place	2.25	2.20	2.22
Bulk sp. gr. recompacted	2.46	2.45	2.40
Percent relative compaction	91.5	90.2	92.5
Percent voids in place	11.1	13.0	12.6
Percent voids recompacted	2.8	3.2	5.5

* Mica was removed from aggregate by water suspension of particles and decanting the liquid into a #200 sieve and drying the material.

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Files

John C. Jenkins

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 73-28489
Data Sheet No. A 292
Prefix 631-1069

PAVEMENT EVALUATION, A/C & BITUMINOUS BASE

Project North Powder-Powder River — Laboratory charge
Highway —
Contractor — No. — Date received
Submitted by — Date reported
Source of Material
Sampled or inspected at — To be used
Sampled or inspected by — Quantity represented

Station	1269	1337	1370
Lane	E.B.	E.B.	W.B.
Lift Thickness	3.6"	3.0"	3.2"
Gradation of Cores:	Bit Base II	Bit Base II	Bit Base II
Percent ret. 1"	2.9	8.2	0.9
" " (¾" - 1/4")	26.6, 19.5	27.4, 16.1	27.4, 22.4
" " (¾" - # 10)	21.4	18.5	19.4
" " (#10 - # 40)	14.2	12.2	12.7
" " (#40 - # 80)	4.2	5.7	5.1
" " (#80 - #200)	2.6	3.2	2.9
" " (Pass #200)	3.9	3.6	3.8
Asphalt content, (%)	4.7	5.1	5.4
Mica, Percent of #40 - #80*	0.6	0.4	0.4
Reclaimed Asphalt, pen. @ 77° F.	35	41	31
Bulk sp. gr. in place	2.36	2.44	2.35
Bulk sp. gr. recompacted	2.47	2.49	2.47
Percent relative compaction	95.5	98.0	95.1
Percent voids in place	6.7	3.6	7.8
Percent voids recompacted	2.4	1.6	3.1

* Mica was removed from aggregate by water suspension of particles and decanting the liquid into a #200 sieve and drying the material.

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Files

John C. Jackson

7491

September 20, 1973

Great American Insurance Co.
Pacific Bl Regional Office
2030 Ninth Avenue
Seattle, Washington 98121

Gentlemen:

On September 17, 1973, we wrote to you concerning release of final payment on Contract No. 7491 awarded to Ray Kiser & Ray Kiser Construction Co. for work on the Baldock Slough-Highland Interchange Section of the Old Oregon Trail in Baker County.

Final payment on this contract is $10,000 and the total contract amount is $3,618,470.24 including $37,488.87 for work performed under force account.

Very truly yours,

G. M. Reed, Manager
ADMINISTRATIVE SERVICES

cc

cc Ray Kiser & Ray Kiser Construction Co.
P. O. Box 290
Baker, Oregon 97814
bc C. T. Looney
Walt Hart
V. E. Haag
Attn: Dick Knook
W. E. Schmerin

7491

September 17 1973

Great American Insurance Co.
2030 9th Avenue
Seattle, Washington 98121

Gentlemen:

Contract No. 7491 awarded to Ray Kiser and Ray Kiser Constr. Co., for work on Baldock Slough-Richland Interchange Section of Old Oregon Trail in Baker County was completed on April 6, 1973, and accepted by the Transportation Commission on September 13, 1973.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before September 22, 1973.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Read, Manager
ADMINISTRATIVE SERVICES

fhm
cc Ray Kiser & Ray Kiser Constr. Co.
P. O. Box 290
Baker, Oregon 97801

C. T. Keasey
Walt Hart
V. E. Shoog Attn: Dick Kacek
Wendell Schwartz

7491

July 23, 1973

Ray Kizer Construction Company
Drawer K
Redding, CA 96001

Gentlemen:

We have considered your request for a 37-day time extension on Contract No. 7491 for work on the Baldock Slough-Richland Interchange Section of the Old Oregon Trail Highway in Baker County.

Careful consideration was given to the reasons you submitted. In light of the available facts and the provisions of the contract, an extension of 37 days is granted which will delete all time liquidated damages on the project.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

cc: C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
W. E. Schwartz
E. L. Scrivner
V. L. Gallagher

FW dpy

7491

5

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 23, 1973

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Request for Time Extension**
Baldock Slough-Richland Interchange Section
Old Oregon Trail Highway
Contract No. 7491

Ray Kizer Construction Company, contractor on this project, has made a second request for time extension asking for 37 days which would delete all liquidated damages on this project. The first extension, for 95 days, was approved in January 1973 when the project was in the winter dormant period, and it was based primarily on a significant overrun in the granular embankment and embankment in place items. The Federal Highway Administration concurred in the 95-day extension based on average production of this grading work. At that time, the project was virtually complete and had been opened to traffic in December 1972. It was expected that the small amount of cleanup work remaining would be completed during the winter dormant period prior to March 1 and that no further liquidated damages would accrue. The actual completion date of record is April 6, 1973, with 37 days liquidated damages accrued at $300 per day for a total of $11,100.

The only significant work done after March 1, when the contract time count resumed, was final cleanup and four days spent on constructing slope paving curb at a structure on a late price agreement (Price Agreement No. 17). The last of this slope paving curb was placed on April 3 and final cleanup was completed on April 6, which is the final completion date.

I have granted a 37-day extension of time on this project. This will delete all time liquidated damages. This was a

Federal-aid Interstate project and we have the concurrence of the Federal Highway Administration.

This matter will be on the agenda for your concurrence at the August 14 meeting.

cc: C. W. Head
C. T. Keasey
W. E. Schwartz
V. L. Gallagher
G. M. Baldwin
A. E. Johnson
H. S. Coulter
V. E. Skoog
Gary Sund
Bob Whipps

JAB:fw dpy

B-220 (Rev. 8-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date April 12, 1973

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 545 days to 582 days, within which to complete our Contract No. 7491, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See letter attached dated April 12, 1973

Respectfully submitted,

Ray Kizer Construction Co.
Contractor

By W. W. Jones, Vice President

CONSENT OF SURETY

Date April 12, 1973

We, GREAT AMERICAN INSURANCE COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Frank Amerata
Attorney-in-fact

(SEAL)

Amerata & Company
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7491 Contractor Ray Kizer & Ray Kizer Construction Co.

Highway Old Oregon Trail

Section Baldock Slough-Richland Interchange

Kind of Work Grading, Paving, Structures & Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 37 days extension for added fencing at borrow source and Price Agreement 17 slope paving curb work.

Recommended for Approval:

Weldon B. Loomis
Regional Engineer

J. Thurlow Ford
Construction Engineer or ~~Bridge Engineer~~

H. S. Coulter
~~Asst.~~ State Highway Engineer

Contract No.	7491
Project designation	I-80N-7(31)296 (State-Federal)
Date awarded	Nov. 2, 1970
Work started	Nov. 12, 1970
Per cent completed	100% (Date)
No. of Workdays Allowed	545
No. of Workdays Used	582
No. of Added Workdays Requested	37

SP*0708-334

FORM E-90 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

NOTED
H. S. COULTER

Salem, Oregon
July 11, 1973

To: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Time Extension Request
Baldock Slough-Richland Interchange Section
Contract No. 7491

FROM: John A. Bond
Construction Administration Engineer

Ray Kizer Construction Company has made a second request for time extension asking for 37 more days which would delete all liquidated damages on this project. The first extension was approved in January, 1973 when the project was in the winter no-count period and was based primarily on a significant overrun in the granular embankment and embankment in place items. FHWA concurred in the 95-day extension granted then based on average production of this grading work. At that time, the project was virtually complete and had been opened to traffic in December, 1972. It was expected that the small amount of clean up work remaining would be completed during the winter dormant period prior to March 1 and that no further liquidated damages would accrue. The actual completion date of record turned out to be April 6, 1973.

The only significant work done after March 1 when the time count resumed was final clean up, one day on added fencing at a borrow source, and four days spent on constructing slope paving curb at a structure on a late price agreement (Price Agreement 17). The last of this slope paving curb was placed on April 3 and final clean up was completed three days later on April 6, which is the final completion date. It appears that two or three weeks time was counted while we were only awaiting this late added work. In similar situations, this has been handled by a stop work order.

We therefore concur in the Resident and Region recommendations for the 37-day extension requested which will eliminate all liquidated damages that have accrued at $300 per day or $11,100. This was a Federal-aid Interstate project. Rough draft letters to FHWA, the Transportation Commission and the contractor are attached.

RECEIVED
JUL 12 1973
Office of
Assistant State Highway Engineer

JAB:fw
Enc.
cc V. L. Gallagher

FORM E-90 (REV. 10-69)

Routing

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
APR 27 1973
CONSTRUCTION SECTION

La Grande, Oregon
April 26, 1973

Peace
Glenn
Jackmond
Bert
Hirsch
Johnson
Walker

SUBJECT:

To:

C. T. Keasey
Construction Engineer

S A L E M

Request for Time Extension
Baldock Slough-Richland
Interchange Section
Old Oregon Trail Highway
Baker County
Contract No. 7491

You will recall that, last fall, the contractor on subject project requested a time extension of 107 calendar workdays to complete the project. The Resident Engineer concurred with this request while this office recommended an extension of 92 calendar workdays. Subsequently, the Highway Commission granted a time extension of 95 calendar workdays which wiped out all liquidated damages which accrued to the end of last construction season.

On March 1, workday count resumed with several minor cleanup items remaining, plus two items of extra work which were ordered at a late date last fall and which could not be accomplished during the winter shutdown period. All work on this project was completed on April 6, 1973 with a total of 37 additional calendar workdays charged and for which liquidated damages have been assessed.

Attached is a request from the contractor for a time extension of 37 calendar workdays based upon several reasons. The Resident Engineer, whose report and recommendation is also attached, recommends that a time extension of 37 calendar workdays be granted. He bases his recommendation upon the time required to accomplish the two items of extra work which were not a part of the regular contract work.

I concur with the recommendation of the Resident Engineer. Granting of 37 days will wipe out all liquidated damages which have accrued to the contract this year.

Your approval is also recommended.

Wendell E. Schwartz
Regional Engineer

WES:sh
Attachments

cc E. L. Scrivner

FORM 8-30

RCE RCE RBE RME RCE RDE

APR 24 1973

RECEIVED REGIONAL OFFICE

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

April 19, 1973
Baker, Oregon

To: W.E. Schwartz
Regional Engr.
La Grande, Or

SUBJECT: Extension of Contract Time
Baldock Slough-Richland Inch.
Old Oregon Trail Hwy.
Contract 7491

Forwarded herewith for review and consideration is contractor's request for extension of time on the subject project. This is second request on project with the first being submitted September 25, 1972 asking for an additional 107 days in which to complete the project. Subsequently an extension of 95 days was granted covering all liquidated damages incurred in 1972.

We have reviewed this request and make the following recommendations.

Item No. 1

Price agreement No. 17 was initiated Sept. 20, 1972 with letter to contractor requesting a quotation for installing slope paving curb at Chandler Lane, and final approval of PA occured about the end of November. By this time weather conditions would not permit this work to proceed making it neccessary to wait until suitable weather this year. Work actually started on this the 22nd of March 73 when forming and placing of re-bar was begun. Concrete poured the first of following week and stripping, finishing, and final clean-up completed April 6, 73.

Recommendation: Approval to proceed with work received at the time of year when weather conditions would not permit work to be performed. By the time weather conditions improved to point where concrete could be safely poured it was the last of March. Also, contractor alleges some delay in obtaining steel for this work.

Due to the fact that this change order was added to project late, it did result in contractor not being able to finish job prior to beginning of workday count on March 1, 1973. The contractor, I believe did this concrete work about as early in year as possible to get a satisfactory job. I feel the delay occassioned by this work was no fault of contractor and justifies an extension of 37 calendar workdays.

Item No. 2

Price agreement 18 for additional control signs was initiated on Jan. 11, 1973 when submitted to contractor for signature. The approved PA was received in my office Feb. 20, 1973. This PA covered additional signs not shown on project signing plan, but neccessary to conform to current signing standards. The work done under this price agreement was completed by the end of January 1973.

Item No. 2(Continued)

Painting of extra wood sign posts could not be completed until Feb. 23,1973.

Recommendation: Work under this price agreement performed during the winter months and completed before charging of calendar workdays resumed on Mar. 1, 1973, therefore, I feel this had no bearing on liquidated damages charged after Mar. 1, 1973, and does not justify any additional days.

Item No. 3

Work indicated under this item was extra, fencing contractor instructed to install fence along south boundary of additional property obtained at "fish pond" easterly of Chandler Lane Interchange. Decision to install this fence made on Nov.22,1972, and fence contractor started work on Nov. 28, 1972. Worked on this one day before cold weather shut down work delaying pouring concrete on anchor posts. Fence contractor returned and completed this work Mar. 16, 1973.

Not shown on weekly report KB

Recommendation: Contractor notified late in fall of our desire to install this additional fence. Before he could get it finished cold weather forced him to shut down with concrete for anchor posts yet to be poured. T believe contractor did return as early as was practical to finish this work. I feel this item of additional work would justify an extension of time of 16 days between Mar. 1, 1973, beginning of workday count and Mar. 16,1973 when fence was completed.

Item No. 4

This involved a proposed addition section of guard rail at connection of "MS" Line(Hwy 203) to "CH" line(Chandler Lane) easterly side of Chandler Lane Interchange. Price quoted by contractor to return for this work could not be justified, so contractor advised we would not install the rail by letter dated Mar. 27, 1973.

Recommendation: As stated by contractor we were attempting to negotiate a price for installing an additional section of rail in vicinity of Chandler Lane. These negotiations were going on at same time there remained work to be done under Price Agreement No. 1 and additional fencing, Item no. 3, so this item did not contribute to over-run in time.

Item No.5

In this item contractor is referring to same work neccessary to erase tracks from median at several locations where traffic had cut across during time when ground was soft.

Recommendation: Contractor did suffer some damage from traffic crossing median during winter months, and we required him to do some work on these areas to smooth up ruts, etc. However, as in Item No. 4, this work was done during period work to be performed under items No. 1 & 3 had not been completed. I feel this could have been taken care of prior to Mar. 1 1973 and additional time for this item not justified.

Extension of Contract Time(Cont)

In summing up all reasons submitted by contractor to support request for extension of time, I feel the work added to contract under Price Agreement No. 17 and Item No. 3 did result in work extending beyond the Mar. 1, 1973 date on which workday count begins. Due to the adverse weather conditions the work required under the change order and extra fencing could not be accomplished at the time we instructed them to do it, and I believe contractor made reasonable effort to finish the work as soon as possible this spring. Items No. 2,4 & 5,I feel, did not contribute to overrun in time required to complete project.

Traffic was turned onto project in December 1972, so time neccessary to complete above mentioned work did not delay our getting to use highway.

The total calendar workdays involved under items No. 1 and 3 of request is 53, however, this work was being performed concurrently. I recommend that contractor be allowed 37 days extension of time to cover time required to finish slope paving curb and additional fencing at "fish pond".

E.L. Scrivner
Resident Engineer

[redacted]

Ray Kizer Construction Co.

Drawer K, Redding, California 96001 • Area Code 916 • 241-6281

April 12, 1973

Baldock-Slough Richland Inter.
Contract No. 7491

Mr. E. L. Scrivner, Resident Engineer
Oregon State Highway Division
P. O. Box 427
Baker, Oregon 97814

OREGON STATE HIGHWAY DIV.
RECEIVED
APR 17 1973
E. L. SCRIVNER
Resident Engineer

Re: Extension of Contract Time on Contract No. 7491

Dear Mr. Scrivner:

We respectfully request an adjustment in the contract time of 37 days on Contract No. 7491 in accordance with the provision of Section 108.09(a) of the Standard Specification for the following reasons:

1. Price Agreement #17 added concrete slope paving curbs at Bridge #9511. Inclement weather, procurement of materials and the necessary wait for stripping and cleanup delayed completion of this work until final acceptance of the Contract.

2. Price Agreement #18 added painted wood sign post and signs. Again obtaining materials and getting favorable weather to paint, etc., delayed completion.

3. Added fence at the "Fish Pond" with the necessary pull and corner posts inbedded in concrete was delayed due to freezing weather.

4. The request for prices on added guardrail and your answer that the price submitted was to expensive for benefits received was not finalized and received by the Contractor until March 29, 1973.

5. Traffic was turned onto the new alignment in December of 1972 when the contract was determined by your Department to be completed to the point of being acceptable and safe for public use, subsequent damage by vehicle traffic to median and shoulders also took time to correct to the satisfaction of the Department.

NOTED
E. L. SCRIVNER
Date 4-17-73

For these reasons which were in no way due to negligence on the part of the Contractor, we request your favorable consideration of the (37) days extension.

Very truly yours,

RAY KIZER CONSTRUCTION CO.

W. W. Jones
Vice President

WWJ/ws

7491

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-80N-7(31)296
Baldock Slough-Richland Interchange Section
Old Oregon Trail Highway
Request for Time Extension

DATE: July 17, 1973

In reply refer to: 10-35-DA

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We concur in the 37-day time extension as requested in Mr. Coulter's letter of July 13, 1973.

for G. L. Green

RECEIVED
JUL 18 1973
Office of
Assistant State Highway Engineer

7-18-73
cy Constr.
Schwartz
Gallagher

RECEIVED
STATE HWY ENGR
JUL 18 73
REFER TO
Coulter
FOR
Info | Invest | R/D | D/R | Sign | Act | File
4
cy acj

NOTED
H.S. COULTER

7491

July 13, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM
H. S. Coulter
Assistant State Highway Engineer

SUBJECT Request for Time Extension
Baldock Slough-Richland Interchange Section
Old Oregon Trail Highway
Oregon Project I-80N-7(310)296

Ray Kizer Construction Company, in a second request for time extension, has requested 37 additional days which would delete all liquidated damages on the subject project. The contractor cites late added work (Price Agreements 17 and 18) and added fencing at a borrow source. In January 1973 when the project was in the winter no-count period, you concurred in a 95-day extension based primarily on a significant overrun in the items Granular Embankment and Embankment in Place. At that time, the project was virtually complete and had been opened to traffic in December 1972. It was expected that the small amount of clean-up work remaining would be completed during the winter dormant period prior to March 1 and that no further liquidated damages would accrue. April 6, 1973, is the completion date of record.

The only significant work done after March 1, when the time count resumed, was final clean up, one day of fencing at a borrow source, and four days on constructing slope paving curb at a structure on a late

price agreement (Price Agreement 17). The last of this slope paving curb was placed on April 3 and final clean up was completed three days later on April 6. It appears that several weeks' time was counted while we were waiting for this late added work to be completed.

Your concurrence is requested in a 37-day extension which would delete all liquidated damages.

JAB:fw ia

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
V. L. Gallagher
W. E. Schwartz

7491

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Baldock Slough–Richland Interchange		WEEK ENDING: May 19, 1973
		SECTION PREFIX: 6C1-1072
HIGHWAY: Old Oregon Trail		COUNTY: Baker
NAME OF JOB: Baldock Slough- Richland Interchange	KIND OF WORK: Grading, Paving, Structures & Signing	
CONTRACTOR: Ray Kizer & Ray Kizer Construction Co.	CONTRACT NUMBER: 7491	FEDERAL AID PROJECT NUMBER: I-80N-7(31)296
DATE OF CONTRACT: November 2, 1970	DATE WORK STARTED: November 12, 1970	ESTIMATED COMPLETION DATE: April 6, 1973
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN ____ SUPERVISION. ____	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS (work) 545	CALENDAR DAYS USED (work) 582
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 107
PROJECT AUTHORIZATION. $ 4,005,547.87		
EXCLUSIVE OF ENGINEERING: $ 3,720,708.91	ENGINEERING AUTHORIZATION $ 284,838.96	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING: $ 3,613,403.08	This week ENGINEERING COST TO DATE $ 287,329.63	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: underrun . . . . 2.6 %	PERCENT OF AUTHORIZATION . . . . . 101 %	DATE PROJECT WAS COMPLETED: April 6, 1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100	Bit. Base Mix	

	GRADING	SURFACING	MAINTENANCE MATERIALS	~~BITUMINOUS~~ MACADAM	PAVING
MILES IN PROJECT	5.27	5.27		5.27	5.27
MILES PARTIALLY COMPLETED	5.27				
MILES COMPLETED	5.27	5.27		5.27	5.27
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,071,000cy	583,000 ton		83,000 ton	75,000 ton
TOTAL QUANTITIES CORRECTED TO DATE	2,278,076cy	547,089 ton		76,262 ton	75,497 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2,278,076cy	547,089 ton		76,262 ton	75,497 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9511							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Fair			
TUESDAY	Fair/warm			
WEDNESDAY	Fair/warm			
THURSDAY	Fair			
FRIDAY	Fair			
SATURDAY				

Kinsey — Paving
Bond — Penn
Jackmond — Glenn
Hardt — Berg
Johnson
Walker

RECEIVED
MAY 21 1973
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Activity
MONDAY	Preparing semi-fiaal estimate
TUESDAY	Preparing semi-final estimate
WEDNESDAY	Semi-final estimate completed and turned in to Region office.
THURSDAY	No actvity
FRIDAY	No activity
SATURDAY	No Activity

REMARKS

This is the final "Field Engineer's Weekly Report" for this project.

SIGNED David L. Jones LOCATION Baker

E.L. Scrivner, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

7491 — 3-6-72 — STATE COPY

5

cc: OSHD (A E Johnson)
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
ost

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

(Check appropiate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	22	Baker	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
3/6/73	R. A. Nichols, Area Engineer	I-80N-7(31)296

IN COMPANY WITH
Alfred Shirley, Reg Constr Engr, OSHD; K. L. Scrivner, Res Engr, OSHD.

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	101%	100 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

BALDOCK SLOUGH-RICHLAND INTERCHANGE
OLD OREGON TRAIL HIGHWAY
Grading, Paving, Structures, and Signing

MAR 14 1973
REGIONAL OFFICE

The project appeared to be complete in substantial conformance with the plans and specifications.

Acceptance is recommended.

NOTED
H. S. COULTER

3-19-73
cy Coats
Young

RECEIVED
MAR 16 1973
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
MAR 15 '73
REFER TO
FOR

FORM PR-33B
(REV. 5-70)

PREVIOUS EDITIONS WILL BE USED

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: February 9, 1973

In reply refer to: 10-35-DA

FROM : Vernon V. Cusack, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-7(28)284
Baldock Slough-Richland Interchange Section
Old Oregon Trail Highway
Power Pole Conflict

The power pole mentioned in Mr. Preston's January 15, 1971 letter appears to have been located in the public right of way so the cost of adjusting the pole would not be eligible for Federal participation unless the pole had been previously located or adjusted under this project.

RECEIVED
STATE HWY ENGR
FEB 12 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to
2-12-73

A. E. JOHNSON

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

7491

January 29, 1973

To Oregon State Highway Commission

From F. B. Klaboe
State Highway Engineer

Subject Request for Time Extension
Baldock Slough-Richland Interchange Section
Old Oregon Trail Highway (I-80N)
Contract No. 7491

Ray Kizer and Ray Kizer Construction Company, contractor on the subject project, has requested a 107-day extension of the contract time based on quantity overruns on two items, Granular Embankment and Embankment in Place. This project was contracted in late 1970 with 450 calendar work-days allowed. The time count stopped December 1, 1972, with 95 days liquidated damages accrued at the rate of $300 per day for a total of $28,500. The project is open to traffic and is virtually complete.

Price Agreement No. 9, which was cleared in early July 1971, made a significant change in the embankment quantities. This Price Agreement related to a 6,800-foot section through a high water table area where it was decided to raise the grade and also upgrade the material by substituting granular embankment for the regular embankment in place. The actual overrun is about 204,000 cubic yards, which is 116 percent of the original bid quantity of 176,000 cubic yards.

Based on the contractor's average calendar-day production rate of 2,250 cubic yards, the indicated overrun of 204,000 cubic yards justifies 91 days time extension. Two late Price Agreements and an Extra Work Order have been added to the contract since it has been on liquidated damages time. These justify an additional 4 days extension.

more

I have granted a 95-day extension of time on this project which will delete all liquidated damages. This is a Federal-aid Interstate project and we have the concurrence of the Federal Highway Administration.

This matter will be on the agenda for your concurrence at the March 6 meeting.

cc: C. W. Head
G. M. Baldwin
A. E. Johnson
V. E. Skoog
C. T. Keasey
W. E. Schwartz
V. L. Gallagher
Gary Ross
Gary Sund

JAB:fw dpy

7491

January 29, 1973

Ray Kizer Construction Company
Drawer K
Redding, California 96001

Gentlemen:

Your request for a time extension of 107 days on Contract No. 7491 for work on the Baldock Slough-Richland Interchange Section of the Old Oregon Trail Highway in Baker County, has been considered.

Careful consideration was given to the reasons you submitted. In light of the available facts and the provisions of the contract, an extension of 95 days is granted which should delete all time liquidated damages on this project.

Very truly yours,

F. B. Klaboe
State Highway Engineer

cc: C. W. Head
C. T. Keasey
A. E. Johnson
V. E. Skoog
W. E. Schwartz
E. L. Scrivner
V. L. Gallagher

JAB:fw dpy

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: January 23, 1973

In reply refer to: 10-35-DA

FROM : G. L. Green, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-7(31)296
Baldock Slough Section
Old Oregon Trail Highway
Contract No. 7491
Time Extension

We concur in extending the contract time 95 days as requested in Mr. Johnson's January 19, 1973 letter.

RECEIVED
STATE HWY ENGR
JAN 24 '73
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

cy - Grant
Skoog
Galloway
Schubert
1-26-73

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. ..... 7491 Contractor Ray Kiser and Ray Kiser Construction Co.

Highway ..... Old Oregon Trail

Section ..... Baldock Slough- Richland Interchange

Kind of Work ..... Grading, Paving, Structures and Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

~~[illegible]~~

Recommend 95 days extension for 116% overrun in granular embankment quantity plus three late added work orders.

Recommended for Approval:

Division Engineer

Construction Engineer

State Highway Engineer

Contract No. 7491

Project designation ..... ~~I-80E-7~~ State Project (31) 296

Date awarded ..... November 2, 1970

Work started ..... November 12, 1970

Per cent completed ..... 91, 10/1/72 Date

No. of Workdays Allowed 450

No. of Workdays Used 495

No. of Added Workdays Requested 107

Ray Kizer Con

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date September 25, 19 72

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 450 days to 557 days, within which to complete our Contract No. 7491, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See letter attached dated September 25, 1972

Respectfully submitted,

RAY KIZER CONSTRUCTION CO.
Contractor

By L. S. Bufton
L. S. Bufton, Secretary

CONSENT OF SURETY

Date September 25, 19 72

We, GREAT AMERICAN INSURANCE COMPANY, NEW YORK, NEW YORK, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Frank Cimarusta
Attorney-in-fact

AMERATA COMPANY

By Frank Cimarusta
Resident Agent

(SEAL)

Ray Kizer Construction Co.

Drawer K, Redding, California 96001 • Area Code 916 • 241-6281

September 25, 1972

Oregon State Highway Commission
Salem, Oregon 97310

Re: Baldock Slough-Richland Interchange
Contract No. 7491

Gentlemen:

We regret the delay that has occurred in requesting an extension of time on Contract No. 7491 for grading and paving of the Baldock Slough-Richland Interchange section of the Old Oregon Trail. We believe that the time required for performance of this contract was necessary due to the conditions that we encountered. The causes for delay were beyond our control or jurisdiction and entirely without our fault or negligence; however, the work will be completed as expediently as possible under the circumstances.

For your information, we submit below a statement outlining the reasons responsible for the extended time required to complete the project exactly as they exist to the best of our knowledge and belief.

An adjustment in contract time of 107 days is hereby requested on the Baldock Slough-Richland Interchange section of the Old Oregon Trail Highway in Baker County, Contract No. 7491, in accordance with the provisions of Section 108.09(a) of the 1970 Standard Specifications due to and increase in the following items:

Item #7 Granular Embankment:

Approximate increase of 207,000 cubic yards over the net quantity shown on the plans.

Average Production 3150 Cu. Yds. per work day

$\frac{3150 \times 5}{7}$ = 2250 Cu. Yds per calendar day

$\frac{207,000}{2250}$ = 92 calendar days

...hway Co...ssion
...on 97310

Item #8 Embankment in Place:

Approximate increase of 75,000 cubic yards over the net quantity shown on the plans.

Average production 7000 Cu. Yds. per work day

$\frac{7000 \times 5}{7}$ = 5000 Cu. Yds. per calendar day

$\frac{75000}{5000}$ = 15 calendar days

Item #7	Granular Embankment	92 days
Item #8	Embankment in Place	15 days
	Total Time Extension	107 days

We trust that in view of the above information you will agree without reservation that the causes for delay were beyond our control and without our fault or negligence; and, on the strength of this record, we respectfully request for an extension of 107 days in order to complete said contract.

Very truly yours,

RAY KIZER CONSTRUCTION CO.

L. S. Bufton

L. S. Bufton
Secretary

LSB/ws

cc: E. L. Scrivner, Resident Engineer, Baker, Oregon

OSHD, Region 5, La Grande, Oregon

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 18, 1973

To: A. E. Johnson
Deputy State Highway Engineer

SUBJECT: Baldock Slough-Richland Interchange Section
Contract No. 7491
Request for Time Extension

FROM: John A. Bond
Construction Administration Engineer

Ray Kizer and Ray Kizer Construction Company request a 107-day extension of contract time based on quantity overruns on two items, Granular Embankment and Embankment in Place. This project was contracted in late 1970 with 450 calendar workdays allowed.

Price Agreement No. 9, which was cleared in early July, 1971, made a significant change in the embankment quantities. This Price Agreement related to a 6,800 foot section through a high water table area where it was decided to make a grade and typical section change, that is raise the grade and also substitute "granular embankment" for the regular "embankment in place" to upgrade the embankment material. This Price Agreement increased the granular embankment by an estimated 220,000 cubic yards. The Resident Engineer now reports the actual increase in this item throughout the project was about 204,000 cubic yards, but this is 116 percent of the original bid item quantity which was 176,000 cubic yards.

Although part of the P. A. 9 granular embankment increase (162,000 cubic yards) was merely a substitution for the regular embankment in place material yard for yard, other quantity increases on the embankment material through the project actually caused this item to come out quite close to the bid quantity. In other words, the saving in ordinary embankment accomplished by the substitution on P. A. 9 was pretty well lost due to accumulated overruns in embankment in other areas.

At the time P. A. 9 was approved, the grading was about 65 percent done. Completion of the roadway above the regular embankment zone required five sequential steps due to the base design which consist of 8 inches granular embankment (except where increased by P.A. 9), followed by 10-1/2 inches aggregate subbase, followed by 6 inches aggregate base, followed by 6 inches bituminous base and topped with 4 inches of A.C.

SP 52478-734

The significant quantity increase of over 100 percent on one of these sequential items is a valid basis for extending time. The contractor attributes 92 calendar days to the granular embankment overrun based on an average 2,250 cubic yards per calendar day production on the overrun quantity. The Resident Engineer states that this average production rate is reasonable.

A review of the weekly project reports confirms this. For instance, in the three-week period from October 16, 1971 to November 6, 1971, an average rate of 2,700 cubic yards per day was accomplished. During this period the granular embankment work proceeded every week day steadily. Production over a longer period of time, of course, would involve some non-workdays which would reduce the overall average production per day.

I note that the contract quantity of embankment (both types) was reached the week of November 13, 1971. Work on the overrun quantity progressed intermittently into early May of 1972 although very little was accomplished during December and January. Although the contractor did some of the overrun quantity during the winter dormant period when time was not counted, he apparently worked on it in late 1971 and early 1972 when at least three months time was counted. The indicated overrun of 204,000 cubic yards (from the contract bid quantity) at average calendar day rate of 2,250 cubic yards production equals 91 days.

The time count stopped December 1 with 95 days liquidated damages accrued. The project is virtually complete. It is unlikely that any further time will be counted.

I do not believe the contractor's second reason is valid. The regular embankment in place quantity will actually underrun slightly from the bid quantity. However, I note that there have been two late Price Agreements and an Extra Work Order added to the contract since it has been on liquidated damages time. These should easily justify an additional 4 days and we therefore recommend a 95-day extension which would delete all liquidated damages which have accrued at the rate of $300 per day to a total of $28,500.

This was a Federal-aid Interstate project. Rough draft letters to FHWA, the Commission and the contractor are attached.

JAB:fw
Attach.
cc V. L. Gallagher

RECEIVED
JAN 19 1973
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
JAN 22 1973
FOR FILING

7491

January 19, 1973

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Sir:

Request for Time Extension
Baldock Slough-Richland
Interchange Section
Oregon Project I-80N-7(310)296
Contract No. 7491

The contractor on this project has requested a 107-day extension of contract time based on quantity overruns on two items, Granular Embankment and Embankment in Place. This project was contracted in late 1970 with 450 calendar workdays allowed.

Price Agreement No. 9, which was cleared in early July, 1971, made a significant change in the embankment quantities. This Price Agreement related to a 6,800-foot section through a high water table area where it was decided to make a grade and typical section change, that is, raise the grade and also substitute granular embankment for the regular embankment in place to upgrade the embankment material. This Price Agreement authorized an increase in the granular embankment of 220,000 cubic yards. Our Resident Engineer now reports the actual increase throughout the project was about 204,000 cubic yards. This is 116 percent of the original bid item quantity of 176,000 cubic yards. Part of this granular embankment increase (162,000 cubic yards) was merely a substitution for the regular Embankment in Place material yard for yard which would have reduced the Embankment in Place quantity. However, other quantity increases on the ordinary embankment material through the project actually caused this item to come out quite close to the bid quantity. In other words, the saving in embankment accomplished by Price Agreement No. 9 was pretty well lost due to overruns in embankment in other areas.

At the time Price Agreement No. 9 was approved, the grading work was 65 percent done. Completion of the roadway above the regular embankment zone required 5 sequential steps due to the base design which consisted of 8 inches granular embankment (except where increased by Price Agreement No. 9), followed by 10 1/2 inches of aggregate subbase, followed by 6 inches aggregate base, followed by 6 inches of bituminous base and topped with 4 inches of asphalt concrete.

We believe the significant quantity increase of over 100 percent on one of these sequential items is a valid basis for extending time. The contractor attributes 92 calendar days to the Granular Embankment overrun based on an average 2,250 cubic yards per calendar day production on the overrun quantity. Our Resident Engineer states that this average production rate is reasonable. A review of the project weekly reports confirms this. For instance, in the 3-week period from October 16, 1971 to November 6, 1971, an average rate of 2,700 cubic yards per day was accomplished. During the period the Granular Embankment work proceeded steadily every week day. Production over a longer period of time, of course, would involve some non-workdays which would reduce the overall average production per day. The average rate of 2,250 cubic yards per calendar day appears reasonable.

The contract quantity of embankment (both types) was reached the week of November 13, 1971. Due to the increase in quantity, this work continued into early May of 1972 although very little was accomplished during December and January. Although the contractor did some of the overrun quantity during the winter dormant period when time was not counted, he apparently worked on it in late 1971 and early 1972 when at least three months' time was counted.

The indicated overrun of 204,000 cubic yards (from the contract bid quantity) at the average calendar day rate of 2,250 cubic yards' production equals 91 days. The time count stopped December 1, 1972 with 95 days' liquidated damages accrued. The project is virtually complete. It is unlikely that any further time will be counted.

We do not believe the contractor's second reason is valid. The regular Embankment in Place quantity will actually underrun slightly from the bid quantity. However, we note that there have been two late Price Agreements and an Extra Work Order added to the contract since it has been on liquidated damages' time. These should easily justify an additional 4 days.

We seek your concurrence in a 95-day extension which would delete all liquidated damages on this project.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

bc F. B. Klaboe
C. T. Keasey
W. E. Schwartz
V. L. Gallagher

JAB:fw ja

RECEIVED
DEC 13 1972
FOR FILING

7491

Salem, Oregon
December 11, 1972

D. H. Moehring
Right of Way Engineer

Fish Pond Borrow Site
Baldock Slough-Richland
Interchange Section
Old Oregon Trail Highway
Contract No. 7491

Attached is an original deed from Ray Kizer Construction Company to the State Highway Commission with a copy of a title insurance policy for 2.11 acres of land contiguous to our specified borrow area for the subject project. You will note that at a meeting last summer between the contractor and Mr. Tom Edwards there was agreement that we would purchase this property at the contractor's cost.

Will you please process this toward completion.

AEJ:ja

A. E. Johnson
Assistant State Highway Engineer

Attachments

cc Tom Edwards
F. B. Klaboe
C. T. Keasey
W. E. Schwartz

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 7, 1972

To: A. E. Johnson
Asst. State Highway Engineer
BUILDING

SUBJECT: Fish Pond Borrow Site
Baldock Slough-Richland Interchange Section
Old Oregon Trail Highway
Contract No. 7491

The contract specifications for the subject project required that the contractor use the existing fish pond borrow site and that a specified quantity of material be removed therefrom. Additional required borrow was to be provided from other contractor selected sources at his own entire expense.

The contractor, through agreement with the Region and the Game Commission, chose to acquire additional contiguous property at this site and enlarge the excavation area, still conforming to the specifications for the use of the specified site, which included sloping and excavating to predetermined lines and grades and providing parking area for future use when the excavation is put back into use as a fish pond by the Game Commission.

This would have left the total fish pond site with part State and part private fee ownership but used entirely as a public fishing pond.

At a meeting last summer between the contractor and Mr. Edwards, it was agreed that we would purchase the property from the contractor at his cost.

This cost has now been determined to be $3,149.83 for the 2.11 acres, as outlined in Region Engineer Schwartz' attached letter.

An original deed to the State Highway Commission from Ray Kizer Construction Company is attached, together with a copy of the Title Insurance Policy issued to that Company.

I recommend that the deed be accepted and the contractor be reimbursed the above indicated amount for the property in accordance with Mr. Edward's agreement.

RECEIVED
DEC 8 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

C. T. Keasey
Construction Engineer

Approved 12-8-72
Asst. State Hwy. Engr.

CTK:fr
Attach.
cc: W. E. Schwartz

SP*92478-794

FORM S-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
December 6, 1972

To: C. T. Keasey
Construction Engineer

S A L E M

SUBJECT:
Warranty Deed
Fish Pond
Baldock Slough-Richland Interchange
Old Oregon Trail Highway
Baker County
Contract No. 7491

Attached is an executed warranty deed, together with title insurance, for the additional acreage required at the fish pond to obtain aggregate subbase material.

For this additional 2.11 acres the contractor is requesting payment of $3,149.83, or approximately $1,500/acre. This price is based on a $0.05/ton royalty for 62,996.58 ton of material which the contractor claims he paid the property owner. He further alleges that this can be substantiated by a copy of a check but has not done so.

Although this price appears to be a little high, it nevertheless is in keeping with my understanding of Mr. Edward's agreement with the contractor. If you concur would you please pass this along to Right-of-Way for payment and for recording of the deed.

Wendell E. Schwartz
Regional Engineer

WES:sh
Enclosures

cc E. L. Scrivner

Routing
Keasey K
Bond
Walker
Johnsen
Pease e
Glenn
Litchfield
Berg

RECEIVED
DEC 7 1972
CONSTRUCTION SECTION

GPO 82478-784

KNOW ALL MEN BY THESE PRESENTS, That RAY KIZER CONSTRUCTION CO.,

a corporation duly organized and existing under the laws of the State of California

in consideration of NONE *Dollars,*

to it paid by The State of Oregon, by and through its State Highway Commission its successors & assigns, *grantee,*

does hereby grant, bargain, sell and convey to said grantee, ~~heirs and assigns,~~ *all the following real property, with the tenements, hereditaments and appurtenances situated in the County of* Baker, *and State of Oregon, bounded and described as follows, to-wit:*

In Twp. 8 S., R. 40 E., W.M.: Sec. 21: A parcel in the N½NE¼ described as follows: Beginning at Engineer's Center Line Station 209+33 of Medical Springs Highway #203, said station being 1050 feet South and 1590 feet West of the NE corner of said Section; thence North 88 deg. 32' 30" East 952.2 feet; thence South 0 deg. 22' 30" West 100 feet; thence South 88 deg. 32' 30" West 952.2 feet to the center line of said Medical Springs Highway #203; thence North 0 deg. 22' 30" East to the point of beginning. EXCEPTING THEREFROM the Medical Springs Highway right of way as conveyed to the State of Oregon by and through its State Highway Commission, recorded July 28, 1948, Book 148, Page 39.

To Have and to Hold the above described and granted premises unto the said grantee, its successors & assigns ~~heirs and assigns~~ *forever.*

And the grantor does covenant that it is lawfully seized in fee simple of the above granted premises free from all incumbrances,

and that it will and its successors shall warrant and forever defend the above granted premises, and every part and parcel thereof, against the lawful claims and demands of all persons whomsoever.

Done by order of the Board of Directors, with the seal of said corporation, this 4th *day of* October, *19* 72

RAY KIZER CONSTRUCTION CO.,

By Ray Kizer *President*

By N. B. Kobin *Vice-President* ~~Secretary~~

STATE OF OREGON, } *ss.*

County of Multnomah }

On this 4th *day of* October, *19* 72, *before me appeared* Ray Kizer *and* N. B. Kobin *both to me personally known, who being duly sworn, did say that he the said* Ray Kizer *is the President, and he the said* N. B. Kobin *is the Vice-President* ~~Secretary~~ *of* Ray Kizer Construction Co., *the within named Corporation, and that the seal affixed to the foregoing instrument is the corporate seal of said Corporation, and that the said instrument was signed and sealed in behalf of said Corporation by authority of its Board of Directors, and* Ray Kizer *and* N. B. Kobin *acknowledged said instrument to be the free act and deed of said Corporation.*

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal the day and year last above written.

Charles L. Falin

Notary Public for Oregon.

My Commission expires 9-24-76

WARRANTY DEED
CORPORATION

RAY KIZER CONSTRUCTION CO.

TO

STATE OF OREGON, by and through its State Highway Commission

(DON'T USE THIS SPACE; RESERVED FOR RECORDING LABEL IN COUNTIES WHERE

STATE OF OREGON, } *ss.*

County of }

I certify that the within instrument was received for record on the ..... *day of* ....., *19*....., *at* .....*o'clock*.....*M., and recorded in book* .....*on page*..... *Record of Deeds of said County.*

to it paid by The State of Oregon, by and through its State Highway Commission its successors & assigns, grantee, does hereby grant, bargain, sell and convey to said grantee, ~~his heirs and assigns~~, all the following real property, with the tenements, hereditaments and appurtenances situated in the County of Baker, and State of Oregon, bounded and described as follows, to-wit:

In Twp. 8 S., R. 40 E., W.M.: Sec. 21: A parcel in the N½NE¼ described as follows: Beginning at Engineer's Center Line Station 209+33 of Medical Springs Highway #203, said station being 1050 feet South and 1590 feet West of the NE corner of said Section; thence North 88 deg. 32' 30" East 952.2 feet; thence South 0 deg. 22' 30" West 100 feet; thence South 88 deg. 32' 30" West 952.2 feet to the center line of said Medical Springs Highway #203; thence North 0 deg. 22' 30" East to the point of beginning. EXCEPTING THEREFROM the Medical Springs Highway right of way as conveyed to the State of Oregon by and through its State Highway Commission, recorded July 28, 1948, Book 148, Page 39.

To Have and to Hold the above described and granted premises unto the said grantee, its successors & assigns ~~heirs and assigns~~ forever.

And the grantor does covenant that it is lawfully seized in fee simple of the above granted premises free from all incumbrances,

and that it will and its successors shall warrant and forever defend the above granted premises, and every part and parcel thereof, against the lawful claims and demands of all persons whomsoever.

Done by order of the Board of Directors, with the seal of said corporation, this 4th day of October, 1972.

RAY KIZER CONSTRUCTION CO.,

By Ray Kizer President

By N. B. Kobin Vice-President ~~Secretary~~

STATE OF OREGON, } ss.
County of Multnomah

On this 4th day of October, 1972, before me appeared Ray Kizer and N. B. Kobin both to me personally known, who being duly sworn, did say that he the said Ray Kizer is the President, and he the said N. B. Kobin is the Vice-President ~~Secretary~~ of Ray Kizer Construction Co., the within named Corporation, and that the seal affixed to the foregoing instrument is the corporate seal of said Corporation, and that the said instrument was signed and sealed in behalf of said Corporation by authority of its Board of Directors, and Ray Kizer and N. B. Kobin acknowledged said instrument to be the free act and deed of said Corporation.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal the day and year last above written.

Charles L. Falin
Notary Public for Oregon.
My Commission expires 9-24-76

WARRANTY DEED
CORPORATION
RAY KIZER CONSTRUCTION CO.

TO
STATE OF OREGON, by and through its State Highway Commission

WHEN RECORDED RETURN TO

DOCKET No.

(DON'T USE THIS SPACE; RESERVED FOR RECORDING LABEL IN COUNTIES WHERE USED.)

STATE OF OREGON, } ss.
County of

I certify that the within instrument was received for record on the day of, 19, at o'clock M., and recorded in book on page Record of Deeds of said County.

Witness my hand and seal of County affixed.

County Clerk—Recorder.

By Deputy.

1329 PNTI (1-72) OR

Premium $ 50.00

POLICY OF TITLE INSURANCE

ISSUED BY

Pioneer National Title Insurance Company

a California corporation, hereinafter called the Company, for a valuable consideration paid for this policy of title insurance, the number, date, and amount of which are shown in Schedule A, does hereby insure the parties named as Insured in Schedule A, the heirs, devisees, personal representatives of such Insured, or if a corporation, its successors by dissolution, merger or consolidation, against direct loss or damage not exceeding the amount stated in Schedule A, together with costs, attorneys' fees and expenses which the Company may be obligated to pay as provided in the Conditions and Stipulations hereof, which the Insured shall sustain by reason of:

Title to the land described in Schedule A being vested, at the date hereof, otherwise than as herein stated; or

Unmarketability, at the date hereof, of the title to said land of any vestee named herein, unless such unmarketability exists because of defects, liens, encumbrances, or other matters shown or referred to in Schedule B; or

Any defect in, or lien or encumbrance on, said title existing at the date hereof, not shown or referred to in Schedule B, or excluded from coverage in the Conditions and Stipulations; or

Any defect in the execution of any mortgage or deed of trust shown in Schedule B securing an indebtedness, the owner of which is insured by this policy, but only insofar as such defect affects the lien or charge of such mortgage or deed of trust upon said land; or

Priority, at the date hereof, over any such mortgage or deed of trust, of any lien or encumbrance upon said land, except as shown in Schedule B such mortgage or deed of trust being shown in the order of its priority,

all subject, however, to the Conditions and Stipulations hereto annexed, which Conditions and Stipulations, together with Schedules A and B are hereby made a part of this policy.

This policy shall not be valid or binding until countersigned below by a validating officer of the Company.

In Witness Whereof, Pioneer National Title Insurance Company has caused its corporate name and seal to be hereunto affixed by its duly authorized officers.

Pioneer National Title Insurance Company

by George B. Garber
PRESIDENT

Attest: Ray E. Sweat
SECRETARY

Countersigned: TITLE AND TRUST DIVISION

By Carlyle D. Staab,
Validating Signatory

SCHEDULE A

Amount $1,500.00 **Date September 20, 1972, At 8:00 A.M.**

INSURED

-----RAY KIZER CONSTRUCTION CO.,
a California corporation-----

The estate or interest referred to herein is, at the date hereof, vested in

-----RAY KIZER CONSTRUCTION CO.,
a California corporation-----

The land referred to in this policy is described as

Land in Baker County, Oregon, as follows:

In Twp. 8 S., R. 40 E.,W.M.:
Sec. 21: A parcel in the N½NE¼ described as follows:
Beginning at Engineer's Center Line Station 209+33 of Medical Springs Highway No. 203, said station being 1050 feet South and 1590 feet West of the Northeast corner of said section;
thence N. 88° 32' 30" E. 952.2 feet;
thence S. 00° 22' 30" W. 100 feet;
thence S. 88° 32' 30" W. 952.2 feet to the center line of said Medical Springs Highway No. 203;
thence N. 00° 22' 30" E. to the point of beginning.
EXCEPTING THEREFROM Medical Springs Highway right of way conveyed to State of Oregon, by and through its State Highway Commission, recorded July 28, 1948, Book 148, Page 39, Deeds.

SCHEDULE A — Continued

The estate or interest in the land described in this schedule is: a fee.

SCHEDULE B

This policy does not insure against loss by reason of the matters shown or referred to in this Schedule except to the extent that the owner of any mortgage or deed of trust is expressly insured on page 1 of this policy.

1. Taxes or assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the public records; pending proceedings for vacating, opening or changing of streets or highways preceding entry of the ordinance or order therefor.

2. Any facts, rights, interests, or claims which are not shown by the public records but which could be ascertained by an inspection of said land or by making inquiry of persons in possession thereof.

3. Easements, claims of easement or encumbrances which are not shown by the public records; unpatented mining claims; reservations or exceptions in patents or in Acts authorizing the issuance thereof; water rights, claims or title to water.

4. Discrepancies, conflicts in boundary lines, shortage in area, encroachments or any other facts which a correct survey would disclose.

5. AS DISCLOSED by the tax rolls the premises herein described have been zoned or classified for farm use. At any time that said land is disqualified for such use the property will be subject to additional taxes and interest.

6. 1972-73 TAXES, which are a lien but not yet payable. See page 4 hereof for districts levying.

7. THE PREMISES herein described are within and subject to the statutory powers, including the power of assessment, of Baker Valley Irrigation District.

BAKER COUNTY CODE SCHEDULE
FOR THE FISCAL YEAR 1972-73

CODE 5-1 BAKER	RATE
County	3.48
I.E.D.	4.35
City of Baker	8.26
School District 5J	6.14
TOTAL	22.23

CODE 5-2 HAINES	RATE
County	3.48
I.E.D.	4.35
City of Haines	4.31
School District 5J	6.14
Haines Cemetery Dist.	.33
TOTAL	18.61

CODE 5-3 SUMPTER	RATE
County	3.48
I.E.D.	4.35
City of Sumpter	7.24
School District 5J	6.14
TOTAL	21.21

CODE 5-5	RATE
County	3.48
I.E.D.	4.35
School District 5J	6.14
Haines Cemetery Dist.	.33
TOTAL	14.30

CODE 5-7	RATE
County	3.48
I.E.D.	4.35
School District 5J	6.14
TOTAL	13.97

CODE 5-8	RATE
County	3.48
I.E.D.	4.35
School District 5J	6.14
Haines Cemetery Dist.	.33
TOTAL	14.30

CODE 5-9	RATE
County	3.48
I.E.D.	4.35
School District 5J	6.14
Eagle Valley Cemetery	.34
TOTAL	14.31

CODE 5-10	RATE
County	3.48
I.E.D.	4.35
School District 5J	6.14
Haines Cemetery Dist.	.33
TOTAL	14.30

CODE 5-11	RATE
County	3.48
I.E.D.	4.35
School District 5J	6.14
Haines Cemetery Dist.	.33
TOTAL	14.30

CODE 5-12	RATE
County	3.48
I.E.D.	4.35
School District 5J	6.14
TOTAL	13.97

CODE 5-14	RATE
County	3.48
I.E.D.	4.35
School District 5J	6.14
TOTAL	13.97

CODE 5-16	RATE
County	3.48
I.E.D.	4.35
School District 5J	6.14
TOTAL	13.97

CODE 5-20	RATE
County	3.48
I.E.D.	4.35
School District 5J	6.14
TOTAL	13.97

CODE 5-21	RATE
County	3.48
I.E.D.	4.35
School District 5J	6.14
Haines Cemetery Dist.	.33
TOTAL	14.30

CODE 5-22	RATE
County	3.48
I.E.D.	4.35
School District 5J	6.14
TOTAL	13.97

CODE 5-23	RATE
County	3.48
I.E.D.	4.35
School District 5J	6.14
Haines Cemetery Dist.	.33
TOTAL	14.30

CODE 16-1 HUNTINGTON	RATE
County	3.48
I.E.D.	4.35
School District 16J	7.79
City of Huntington	9.04
Treasure Valley Ed.	2.46
TOTAL	27.12

CODE 16-2	RATE
County	3.48
I.E.D.	4.35
School District 16J	7.79
Treasure Valley Ed.	2.46
TOTAL	18.08

CODE 16-4	RATE
County	3.48
I.E.D.	4.35
School District 16J	7.79
Treasure Valley Ed.	2.46
Eagle Valley Cemetery	.34
TOTAL	18.42

BAKER COUNTY CODE SCHEDULE
FOR THE FISCAL YEAR 1972-73

CODE 25-1	RATE
County	3.48
Union I.E.D.	4.75
School District 25J	13.34
TOTAL	21.57

CODE 25-2	RATE
County	3.48
Union I.E.D.	4.75
School District 25J	13.34
Haines Cemetery Dist.	.33
TOTAL	21.90

CODE 25-3	RATE
County	3.48
Union I.E.D.	4.75
School District 25J	13.34
Haines Cemetery Dist.	.33
TOTAL	21.90

CODE 25-4	RATE
County	3.48
Union I.E.D.	4.75
School District 25J	13.34
TOTAL	21.57

CODE 25-5	RATE
County	3.48
Union I.E.D.	4.75
School District 25J	13.34
Haines Cemetery Dist.	.33
TOTAL	21.90

CODE 25-6	RATE
County	3.48
Union I.E.D.	4.75
School District 25J	13.34
Haines Cemetery Dist.	.33
TOTAL	21.90

CODE 30-1	RATE
County	3.48
I.E.D.	4.35
School District 30J	12.20
TOTAL	20.03

CODE 30-2 UNITY	RATE
County	3.48
I.E.D.	4.35
School District 30J	12.20
TOTAL	20.03

CODE 61-1 HALFWAY	RATE
County	3.48
I.E.D.	4.35
City of Halfway	3.92
School District 61	8.07
Pine Valley Cemetery	.07
TOTAL	19.89

CODE 61-2 RICHLAND	RATE
County	3.48
I.E.D.	4.35
City of Richland	3.96
School District 61	8.07
Eagle Valley Cemetery	.34
TOTAL	20.20

CODE 61-3	RATE
County	3.48
I.E.D.	4.35
School District 61	8.07
TOTAL	15.90

CODE 61-4	RATE
County	3.48
I.E.D.	4.35
School District 61	8.07
Pine Valley Cemetery	.07
TOTAL	15.97

CODE 61-5	RATE
County	3.48
I.E.D.	4.35
School District 61	8.07
Eagle Valley Cemetery	.34
TOTAL	16.24

CODE 61-6	RATE
County	3.48
I.E.D.	4.35
School District 61	8.07
Pine Valley Cemetery	.07
Pine Valley R.F.Patrol	.72
TOTAL	16.69

CODE 61-7	RATE
County	3.48
I.E.D.	4.35
School District 61	8.07
TOTAL	15.90

CODE 61-8	RATE
County	3.48
I.E.D.	4.35
School District 61	8.07
TOTAL	15.90

CODE 61-9	RATE
County	3.48
I.E.D.	4.35
School District 61	8.07
Pine Valley Cemetery	.07
TOTAL	15.97

CODE 61-10	RATE
County	3.48
I.E.D.	4.35
School District 61	8.07
Eagle Valley Cemetery	.34
TOTAL	16.24

CODE 61-11	RATE
County	3.48
I.E.D.	4.35
School District 61	8.07
Pine Valley Cemetery	.07
Pine Valley R.F.Patrol	.72
TOTAL	16.69

CONDITIONS AND STIPULATIONS

(Includes those in the American Land Title Association-Owner's Policy-Standard Form B-1962)

1. DEFINITION OF TERMS

The following terms when used in this policy mean:

(a) "land": the land described, specifically or by reference, in Schedule A and improvements affixed thereto which by law constitute real property;

(b) "public records": those records which impart constructive notice of matters relating to said land;

(c) "knowledge": actual knowledge, not constructive knowledge or notice which may be imputed to the Insured by reason of any public records;

(d) "date": the effective date;

(e) "mortgage": mortgage, deed of trust, trust deed, or other security instrument; and

(f) "insured": the party or parties named as Insured, and if the owner of the indebtedness secured by a mortgage shown in Schedule B is named as an Insured in Schedule A, the Insured shall include (1) each successor in interest in ownership of such indebtedness, (2) any such owner who acquires the estate or interest referred to in this policy by foreclosure, trustee's sale, or other legal manner in satisfaction of said indebtedness, and (3) any federal agency or instrumentality which is an insurer or guarantor under an insurance contract or guaranty insuring or guaranteeing said indebtedness, or any part thereof, whether named as an Insured herein or not, subject otherwise to the provisions hereof.

2. BENEFITS AFTER ACQUISITION OF TITLE

If an insured owner of the indebtedness secured by a mortgage described in Schedule B acquires said estate or interest, or any part thereof, by foreclosure, trustee's sale, or other legal manner in satisfaction of said indebtedness, or any part thereof, or if a federal agency or instrumentality acquires said estate or interest, or any part thereof, as a consequence of an insurance contract or guaranty insuring or guaranteeing the indebtedness secured by a mortgage covered by this policy, or any part thereof, this policy shall continue in force in favor of such Insured, agency or instrumentality, subject to all of the conditions and stipulations hereof.

3. EXCLUSIONS FROM THE COVERAGE OF THIS POLICY

This policy does not insure against loss or damage by reason of the following:

(a) Any law, ordinance or governmental regulation (including but not limited to building and zoning ordinances) restricting or regulating or prohibiting the occupancy, use or enjoyment of the land, or regulating the character, dimensions, or location of any improvement now or hereafter erected on said land, or prohibiting a separation in ownership or a reduction in the dimensions or area of any lot or parcel of land.

(b) Governmental rights of police power or eminent domain unless notice of the exercise of such rights appears in the public records at the date hereof.

(c) Title to any property beyond the lines of the land expressly described in Schedule A or title to streets, roads, avenues, lanes, ways or waterways on which such land abuts, or the right to maintain therein vaults, tunnels, ramps or any other structure or improvement; or any rights or easements therein unless this policy specifically provides that such property, rights or easements are insured, except that if the land abuts upon one or more physically open streets or highways this policy insures the ordinary rights of abutting owners for access to one of such streets or highways, unless otherwise excepted or excluded herein.

(d) Defects, liens, encumbrances, adverse claims against the title as insured or other matters (1) created, suffered, assumed or agreed to by the Insured claiming loss or damage; or (2) known to the Insured Claimant either at the date of this policy or at the date such Insured Claimant acquired an estate or interest insured by this policy and not shown by the public records, unless disclosure thereof in writing by the Insured shall have been made to the Company prior to the date of this policy; or (3) resulting in no loss to the Insured Claimant; or (4) attaching or created subsequent to the date hereof.

(e) Loss or damage which would not have been sustained if the Insured were a purchaser or encumbrancer for value without knowledge.

(f) Usury or claims of usury.

(g) "Consumer credit protection," "truth-in-lending," or similar law.

4. DEFENSE AND PROSECUTION OF ACTIONS — NOTICE OF CLAIM TO BE GIVEN BY THE INSURED

(a) The Company, at its own cost and without undue delay shall provide (1) for the defense of the Insured in all litigation consisting of actions or proceedings commenced against the Insured, or defenses, restraining orders, or injunctions interposed against a foreclosure or sale of the mortgage and indebtedness covered by this policy or a sale of the estate or interest in said land; or (2) for such action as may be appropriate to establish the title of the estate or interest or the lien of the mortgage as insured, which litigation or action in any of such events is founded upon an alleged defect, lien or encumbrance insured against by this policy, and may pursue any litigation to final determination in the court of last resort.

(b) In case any such action or proceeding shall be begun, or defense interposed, or in case knowledge shall come to the Insured of any claim of title or interest which is adverse to the title of the estate or interest or lien of the mortgage as insured, or which might cause loss or damage for which the Company shall or may be liable by virtue of this policy, or if the Insured shall in good faith contract to sell the indebtedness secured by a mortgage covered by this policy or, if an Insured in good faith leases or contracts to sell, lease or mortgage the same, or if the successful bidder at a foreclosure sale under a mortgage covered by this policy refuses to purchase and in any such event the title to said estate or interest is rejected as unmarketable, the Insured shall notify the Company thereof in writing. If such notice shall not be given to the Company within ten days of the receipt of process or pleadings or if the Insured shall not, in writing, promptly notify the Company of any defect, lien or encumbrance insured against which shall come to the knowledge of the Insured, or if the Insured shall not, in writing, promptly notify the Company of any such rejection by reason of claimed unmarketability of title, then all liability of the Company in regard to the subject matter of such action, proceeding or matter shall cease and terminate; provided, however, that failure to notify shall in no case prejudice the claim of any Insured unless the Company shall be actually prejudiced by such failure and then only to the extent of such prejudice.

(c) The Company shall have the right at its own cost to institute and prosecute any action or proceeding or do any other act which in its opinion may be necessary or desirable to establish the title of the estate or interest or the lien of the mortgage as insured; and the Company may take any appropriate action under the terms of this policy whether or not it shall be liable thereunder and shall not thereby concede liability or waive any provision of this policy.

(d) In all cases where this policy permits or requires the Company to prosecute or provide for the defense of any action or proceeding, the Insured shall secure to it the right to so prosecute or provide defense in such action or proceeding, and all appeals therein, and permit it to use, at its option, the name of the Insured for such purpose. Whenever requested by the Company the Insured shall give the Company all reasonable aid in any such action or proceeding, in effecting settlement, securing evidence, obtaining witnesses, or prosecuting or defending such action or proceeding, and the Company shall reimburse the Insured for any expense so incurred.

5. NOTICE OF LOSS — LIMITATION OF ACTION

In addition to the notices required under paragraph 4(b), a statement in writing of any loss or damage for which it is claimed the Company is liable under this policy shall be furnished to the Company within sixty days after such loss or damage shall have been determined and no right of action shall accrue to the Insured under this policy until thirty days after such statement shall have been furnished, and no recovery shall be had by the Insured under this policy unless action shall be commenced thereon within five years after expiration of said thirty day period. Failure to furnish such statement of loss or damage, or to commence such action within the time hereinbefore specified, shall be a conclusive bar against maintenance by the Insured of any action under this policy.

6. OPTION TO PAY, SETTLE OR COMPROMISE CLAIMS

The Company shall have the option to pay or settle or compromise for or in the name of the Insured any claim insured against or to pay the full amount of this policy, or, in case loss is claimed under this policy by the owner of the indebtedness secured by a mortgage covered by this policy, the Company shall have the option to purchase said indebtedness; such purchase, payment or tender of payment of the

(Conditions and Stipulations Continued and Concluded on Last Page of This Policy)

full amount of this policy, together with all costs, attorneys' fees and expenses which the Company is obligated hereunder to pay, shall terminate all liability of the Company hereunder. In the event, after notice of claim has been given to the Company by the Insured, the Company offers to purchase said indebtedness, the owner of such indebtedness shall transfer and assign said indebtedness and the mortgage securing the same to the Company upon payment of the purchase price.

7. PAYMENT OF LOSS

(a) The liability of the Company under this policy shall in no case exceed, in all, the actual loss of the Insured and costs and attorneys' fees which the Company may be obligated hereunder to pay.

(b) The Company will pay, in addition to any loss insured against by this policy, all cost imposed upon the Insured in litigation carried on by the Company for the Insured, and all costs and attorneys' fees in litigation carried on by the Insured with the written authorization of the Company.

(c) No claim for damages shall arise or be maintainable under this policy (1) if the Company, after having received notice of an alleged defect, lien or encumbrance not excepted or excluded herein removes such defect, lien or encumbrance within a reasonable time after receipt of such notice, or (2) for liability voluntarily assumed by the Insured in settling any claim or suit without written consent of the Company, or (3) in the event the title is rejected as unmarketable because of a defect, lien or encumbrance not excepted or excluded in this policy, until there has been a final determination by a court of competent jurisdiction sustaining such rejection.

(d) All payments under this policy, except payments made for costs, attorneys' fees and expenses, shall reduce the amount of the insurance pro tanto and no payment shall be made without producing this policy for endorsement of such payment unless the policy be lost or destroyed, in which case proof of such loss or destruction shall be furnished to the satisfaction of the Company; provided, however, if the owner of an indebtedness secured by a mortgage shown in Schedule B is an Insured herein then such payments shall not reduce pro tanto the amount of the insurance afforded hereunder as to such Insured, except to the extent that such payments reduce the amount of the indebtedness secured by such mortgage. Payment in full by any person or voluntary satisfaction or release by the Insured of a mortgage covered by this policy shall terminate all liability of the Company to the insured owner of the indebtedness secured by such mortgage, except as provided in paragraph 2 hereof.

(e) When liability has been definitely fixed in accordance with the conditions of this policy the loss or damage shall be payable within thirty days thereafter.

8. LIABILITY NONCUMULATIVE

It is expressly understood that the amount of this policy is reduced by any amount the Company may pay under any policy insuring the validity or priority of any mortgage shown or referred to in Schedule B hereof or any mortgage hereafter executed by the Insured which is a charge or lien on the estate or interest described or referred to in Schedule A, and the amount so paid shall be deemed a payment to the Insured under this policy. The provisions of this paragraph numbered 8 shall not apply to an Insured owner of an indebtedness secured by a mortgage shown in Schedule B unless such Insured acquires title to said estate or interest in satisfaction of said indebtedness or any part thereof.

9. COINSURANCE AND APPORTIONMENT

(a) In the event that a partial loss occurs after the Insured makes an improvement subsequent to the date of this policy, and only in that event, the Insured becomes a coinsurer to the extent hereinafter set forth.

If the cost of the improvement exceeds twenty per centum of the amount of this policy, such proportion only of any partial loss established shall be borne by the Company as one hundred twenty per centum of the amount of this policy bears to the sum of the amount of this policy and the amount expended for the improvement. The foregoing provisions shall not apply to costs and attorneys' fees incurred by the Company in prosecuting or providing for the defense of actions or proceedings in behalf of the Insured pursuant to the terms of this policy or to costs imposed on the Insured in such actions or proceedings, and shall apply only to that portion of losses which exceed in the aggregate ten per cent of the face of the policy.

Provided, however, that the foregoing coinsurance provisions shall not apply to any loss arising out of a lien or encumbrance for a liquidated amount which existed on the date of this policy and was not shown in Schedule B; and provided further, such coinsurance provisions shall not apply to any loss if, at the time of the occurrence of such loss, the then value of the premises, as so improved, does not exceed one hundred twenty per centum of the amount of this policy.

(b) If the land described or referred to in Schedule A is divisible into separate and noncontiguous parcels, or if contiguous and such parcels are not used as one single site, and a loss is established affecting one or more of said parcels but not all, the loss shall be computed and settled on a pro rata basis as if the face amount of the policy was divided pro rata as to the value on the date of this policy of each separate independent parcel to the whole, exclusive of any improvements made subsequent to the date of this policy, unless a liability or value has otherwise been agreed upon as to each such [illegible] by the Company and the Insured at the time of the issuance of this policy and shown by an express statement herein or by an endorsement attached hereto.

10. SUBROGATION UPON PAYMENT OR SETTLEMENT

Whenever the Company shall have settled a claim under this policy, all right of subrogation shall vest in the Company unaffected by any act of the Insured, and it shall be subrogated to and be entitled to all rights and remedies which the Insured would have had against any person or property in respect to such claim had this policy not been issued. If the payment does not cover the loss of the Insured, the Company shall be subrogated to such rights and remedies in the proportion which said payment bears to the amount of said loss. If loss should result from any act of the Insured, such act shall not void this policy, but the Company, in that event, shall be required to pay only that part of any losses insured against hereunder which shall exceed the amount, if any, lost to the Company by reason of the impairment of the right of subrogation. The Insured, if requested by the Company, shall transfer to the Company all rights and remedies against any person or property necessary in order to perfect such right of subrogation, and shall permit the Company to use the name of the Insured in any transaction or litigation involving such rights or remedies.

If the Insured is the owner of the indebtedness secured by a mortgage covered by this policy, such Insured may release or substitute the personal liability of any debtor or guarantor, or extend or otherwise modify the terms of payment, or release a portion of the estate or interest from the lien of the mortgage, or release any collateral security for the indebtedness, provided such act does not result in any loss of priority of the lien of the mortgage.

11. POLICY ENTIRE CONTRACT

Any action or actions or rights of action that the Insured may have or may bring against the Company arising out of the status of the lien of the mortgage covered by this policy or the title of the estate or interest insured herein must be based on the provisions of this policy.

No provision or condition of this policy can be waived or changed except by writing endorsed hereon or attached hereto signed by the President, a Vice President, the Secretary, an Assistant Secretary or other validating officer of the Company.

12. NOTICES, WHERE SENT

All notices required to be given the Company and any statement in writing required to be furnished the Company shall include the *number of this policy* and shall be addressed to it at the office which issued this policy or to its Home Office, Claims Department, 433 South Spring Street, Los Angeles, California 90013.

PNTI

Pioneer National Title Insurance Company

HOME OFFICE
433 South Spring Street
Los Angeles, California 90013

FORM E-55-E 10-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 17, 1972

74911

SUBJECT: Guardrail Posts

To: Mr. W. E. Schwartz
Region Engineer
P. O. Box 850
LaGrande, Oregon 97850

I am enclosing a copy of a Memo received from Ed Rief on November 15. I believe the problem is self evident.

It is my understanding that the 4000 or so guardrail posts and 8000 blocks which are stored in the La Grande yard were bought and paid for. They apparently did at one time, about a year ago, meet the requirements of Oregon State Standards. However, wood, like many natural products, changes with time. Therefore, a post which met the checking specifications a year ago may now have checked to an extent outside the specifications.

This raises a question of double jeopardy. A person may be tried for the same crime only once. For how many years running must a guardrail post be expected to meet the specifications? If these posts have gone out of specifications to the extent indicated in one year, and if these posts are expected to meet the specifications each time they may be presented for use over the next several years, the Division made a poor purchase in buying them from the contractor at the contract price.

On the other hand, the specifications for the contract on which the stored posts were to have been used cannot be ignored. However, as I understand it, the posts taken from storage are to be replaced when green post stock is again available - in perhaps 60 to 90 days. But, aren't the specifications being complied with if the stored posts are used as-is (excepting obvious physical damage) and their replacements, which go back into storage, meet the current specifications?

Another question to which I do not have the answer is, "Were the returned posts actually rejectable under the specifications?" The West Coast Lumber Inspection Bureau and the Western Wood Products Association grading rules define the method of measuring depth of checks on pages 149 and 143, respectively. It has been my experience that many inspectors in the field are not measuring

checks in accordance with the specifications. They are measuring the maximum depth of penetration as the depth of the check. Also, opposite checks must be in nearly the same plane. Checks in planes separated by, say, 1/4-inch are not considered by the grading industry to be opposite checks.

If we are going to cite the WCLIB & WWPA grading rules for acceptance of posts, our inspectors are going to have to look at the posts using the same philosophy with which the specifications were written.

I have talked to Carroll Keasey about including a session on lumber grading in the winter Resident Engineers' Meetings. The Western Wood Products Association has offered to provide an instructor. From the problems the wood post industry has been experiencing this last summer and fall, I would say some form of training is long overdue. Failure to achieve some agreement between plant and field on acceptance criteria will mean that wood posts will no longer be available in Oregon.

JOHN C. JENKINS
Engineer of Materials & Research

Enclosure

JCJ:sb

cc: A. E. Johnson
C. T. Keasey
E. J. Rief

RECEIVED
NOV 20 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

FORM S-90 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
November 14, 1972

SUBJECT: Guardrail Posts & Blocks

To: File

Mr. Bob Gilsdorf of Pacific Wood Treating gave me the following message at 9:30 a.m. today:

State Contract No. 7514, North Powder-Powder River Section, 245 wood guardrail posts and 700 blocks are rejected on the project. State Contract No. 7491, Baldock Slough-Richland Intch., 40 guardrail posts and 250 blocks are rejected on the project. They were shipped from the La Grande stock. Mr. Gilsdorf is going to call for reinspection in the field.

Mr. Gilsdorf further asked who is responsible to determine if the Resident Engineer is qualified to determine if the posts and blocks are on or off grade. When will we inspect the stock at Ridgefield returned from various projects?

Mr. Gilsdorf will write a letter confirming this phone call.

Ed J. Rief
Dist. Insp. Engr.

EJR:ljp
cc: John C. Jenkins, Salem Lab.

RECEIVED
NOV 20 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER
NOTED
JOHN C. JENKINS

RECEIVED
NOV 7 - 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7491

DATE November 7, 1972

TO L. L. Green, Division Engineer
[redacted]
Federal Highway Administration

Federal-aid Project
No. I-80N-7(31)296

FROM ORIGINAL SIGNED BY
R. D. ASBURRY

L. H. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7491, Extra Work Order No. 7

Project Baldock Slough-Richland Interchange

Highway Old Oregon Trail

County Baker

This order covers the removal and re-installation of two 16-foot gateways on this project. Farm accesses were constructed at Stations "FEH" 1895+50 and "CH" 28+00 within the right of way which resulted in grades too steep for use by farm equipment. Installation of a new gate post will be required to make the approaches usable.

Copies of the Engineer's letter of explanation are attached.

This work was tentatively approved by the Federal Highway Administration District Engineer on October 17, 1972.

Your approval as of October 17, 1972 is requested.

BMW:pr
Attach.

RECEIVED
OCT 13 1972
FOR FILING
FORM S-20 (REV. 10-66)

7491

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 6, 1972

SUBJECT:

To: Metropolitan Engineer
Region Engineers

NOTED
A. E. JOHNSON

FROM: C. T. Keasey
C. T. Keasey
Construction Engineer

The attached letter from J. E. Wilson lists some of the current jobs on which we have been getting failing record test results on ductility of asphalt.

Since the Laboratory performs ductility tests on only the progress record samples, it will be necessary to send in job control back-up samples to determine the exact extent of failing tonnage in the instance where the progress record test is failing. The procedure to be followed in submitting these samples will be as outlined in Mr. Wilson's letter. If, in accordance with our standard penalty guideline procedures, an excess amount is failing, a Price Agreement is to be submitted to cover the non-spec material.

Failures on ductility have thus far been limited to the Arabian asphalts being supplied by Chevron Asphalt and Douglas Oil Companies since June of this year. However, it should be recognized that some of the smaller asphalt suppliers, such as "Blackline", do acquire their asphalt from the larger companies. Therefore, a check should be made on all jobs paved this year.

KLB:fw
Attach.
cc: A. E. Johnson
John Jenkins

RECEIVED
OCT 6 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

FORM S-59 (REV. 10-68)

Routing: Keasey K, Pease E, Glenn, Litchfield, Berg

RECEIVED
OCT 2 1972
CONSTRUCTION SECTION

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 2, 1972

SUBJECT: Asphalt Cement Record Samples
Low Ductility

To: Mr. C. T. Keasey
Construction Engineer
O F F I C E

Test records for asphalt samples tested in 1972 from contract projects have been reviewed. It has been found that record samples from several projects do not consistently comply with specification requirements for ductility. Chevron Asphalt Co., the supplier, and Douglas Oil Co. have been contacted and the situation should be corrected for continued acceptance of their certificate of compliance. Since record samples do not represent a specific quantity of asphalt for penalty assessment and check samples are not normally tested for ductility, it is necessary that back-up check samples be tested for ductility.

All back-up check samples representing asphalt used during a period of time with low ductility as indicated by record samples should be submitted to the laboratory for ductility testing. In a case of one or more low ductility record samples, all back-up check samples obtained following the last record sample in compliance and until the next satisfactory sample should be submitted. This testing should provide documentation for penalty assessment or specification compliance.

The following is a list of projects which our records indicate as having used low ductility asphalt. Asphalt samples from other projects with low ductility should also be submitted for test as outlined above.

1. Jumpoff Joe Creek-Grants Pass Section #7561.
2. Olds Ferry-N. Fork Jacobsen Gulch #7670.
3. Veneta, 5th Street #7759.
4. Richland Inter.-S. Baker Interchange #7539.
5. Bubbs Ranch-Weatherby #7395.
6. Halsey Inter.-Lane Co. Line #7499.
7. Baldock Slough-Richland Inter. #7491.

JOHN C. JENKINS
Engineer of Materials & Research

By J. E. Wilson

J. E. WILSON, Jr.
Asst. Engineer of Materials
and Research

JEW:eb

cc: A. E. Johnson
C. T. Keasey

SP*52475-734

RECEIVED
OCT 4 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

Region 5 Office

P. O. Box 850 ... La Grande, Oregon ... Phone 963-3177

October 5, 1972 7491

Peter Kiewit Sons'
Babler Bros., Inc.
Ray Kizer & Kizer Construction Company
Ray Kizer & Ray Kizer Construction Company and
Rogers Construction, Inc.

NOTED
A. E. Johnson

Gentlemen:

RE: A.C. Paving Specifications
North Powder-Powder River Section
Powder River-Baldock Slough Section
Baldock Slough-Richland Interchange Section
Richland Interchange-South Baker Interchange Section
Old Oregon Trail Highway, Baker County
Contracts No. 7514, 7516, 7491 and 7539

Your attention is directed to "Standard Specifications for Highway Construction", issue of 1970, Section 401, and specifically Article 401.31.

We have an excellent chance of completing all paving between North Powder and Baker this fall and making the road available to the traveling public for the winter. In the interest of speeding the work along and insuring that the work is done, we are relaxing the temperature requirement of Article 401.31 to read 34 degrees fahrenheit instead of the 40 degrees specified.

This will not relieve any other requirement of Section 401 which has been specified for your project. I would specifically direct your attention to Article 401.44-Compaction. We expect each and every requirement of the Article to be met. This may require additional rollers duirng low temperature. In any event, we still expect the best job possible.

Sincerely,

ORIGINAL SIGNED BY WENDELL E. SCHWARTZ

Wendell E. Schwartz
Regional Engineer

WES:sh

cc A. E. Johnson
C. T. Kenney
H. H. Fillmore
D. W. Greene
Ernie Swinyer

RECEIVED
OCT 9 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

FORM S-00-E 10-67

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

7491

Salem, Oregon
October 2, 1972

SUBJECT: Asphalt Cement Record Samples
Low Ductility

To: Mr. C. T. Keasey
Construction Engineer
O F F I C E

NOTED
A. E. JOHNSON

Test records for asphalt samples tested in 1972 from contract projects have been reviewed. It has been found that record samples from several projects do not consistently comply with specification requirements for ductility. Chevron Asphalt Co., the supplier, and Douglas Oil Co. have been contacted and the situation should be corrected for continued acceptance of their certificate of compliance. Since record samples do not represent a specific quantity of asphalt for penalty assessment and check samples are not normally tested for ductility, it is necessary that back-up check samples be tested for ductility.

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1. Jumpoff Joe Creek-Grants Pass Section #7561.
2. Olds Ferry-N. Fork Jacobsen Gulch #7670.
3. Venata, 5th Street #7759.
4. Richland Inter.-S. Baker Interchange #7539.
5. Bubbs Ranch-Weatherby #7[illegible]95.
6. Halsey Inter.-Lane Co. Line #7499.
7. Baldock Slough-Richland Inter. #7491.

RECEIVED
OCT 3 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

JOHN C. JENKINS
Engineer of Materials & Research

By J. E. Wilson

J. E. WILSON, Jr.
Asst. Engineer of Materials
and Research

JEW:eb

cc: A. E. Johnson
C. T. Keasey

RECEIVED
SEP 21 1972

5

FORM 838-X (1-68)

7491

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 20, 1972

To: W. E. Schwartz
Region Engineer

SUBJECT: Westbound Advance Warning Sign
Baldock Slough-Richland
Interchange Section
Old Oregon Trail Highway
Contract No. 7491

FROM: C. T. Keasey
Construction Engineer

NOTED
A. E. JOHNSON

The latest episode in the relocation of the subject sign - "Medical Springs-Haines Exit One Mile" - is the letter from Robert O. Brown of the F.A.A. to Baker City Manager George Hiatt, dated September 13, 1972.

This letter indicates a relocation of considerable more distance than previously considered and will probably require a change in the sign to indicate the new distance to the exit.

I suggest that you consider backing the sign up to 1½ miles from the exit and change the sign indication accordingly.

CTK:fw

cc: A. E. Johnson
L. E. George

RECEIVED
SEP 21 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
SEP 2[illegible] 1972
FOR FINANCE

5

MARWAIS STEEL COMPANY

One Berrett Avenue • P. O. Box 1208 • Richmond, Calif. 94802
Telephone 524-7311 Cable Address: Waismar

7491

CERTIFIED MAIL NO. 375758, 375759, 375760 September 15, 1972

RETURN RECEIPT REQUESTED

Re: STATE OF OREGON CONTRACT
NO. 7491 Project No. I-80N-7(31)296

RAY KAIZER CONSTRUCTION CO.
Post Office Box 290
Baker, Oregon

Gentlemen:

This is to advise you that on 9/11/72, we shipped Highway Guard Rail material for installation on the above project to Coral Corporation of Gladstone, Oregon, a sub-contractor for your firm on this project. This material was billed on our invoice no. 09-016, dated 9/11/72 in the amount of $ 7,140.56.

This advice is a routine procedure followed by this Company and is not a refection of the credit standing of your sub-contractor.

Very truly yours,

MARWAIS STEEL COMPANY

James E. Cameron
Credit Manager

JEC:cb

CC: Coral Corporation
Sub-contractor
State of Oregon

RECEIVED
SEP 21 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
JUL 10 1972
FOR FILING

7491

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 7, 1972

TO G. L. Green, Acting Division Engineer
[redacted]
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Federal-aid Project No. I-80N-7(31)296

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT **Request: Change Order Approval**

Contract 7491 Extra Work Order No. 6

Project Baldock Slough-Richland Interchange

Highway Old Oregon Trail

County Baker

The Order covers furnishing and installing irrigation ditch outlets along the irrigation ditch right of stations 1805 to 1885. These outlets are needed by the farmers to irrigate the adjecent fields.

Attached are copies of letters from the Regional Engineer and the Resident Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on May 18, 1972.

Your approval as of May 18, 1972 is requested.

Attachments

JK:kds

7491

Form E-208—6M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

2-24-72

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

4-5-72

Project Name Baldock Slough-Richland Interchange Date February 28, 19 72

Highway Old Oregon Trail Contract No. 7491

County Baker Prefix 601-1072

Contractor Ray Kizer & Ray Kizer Construction Co. F. A. Project No. I-80N-7(31)296

Address P.O. Box 290, Baker, Oregon 97814 Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Place Linseed Oil Sealant on Deck of Bridge #9511.

to Comptr 4-13-72

NOTED
A. E. JOHNSON

RECEIVED
APR 1 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Location by station numbers:

"L" 1895 Br. #9511

Estimate of quantities and cost:

Labor(Including Profit)	1710.00
Equipment(Including Profit)	427.50
Material(Including Profit)	712.50
Total	2850.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work wasn't originally anticipated as part of the Contract Work.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,005,547.87
Present estimate of project cost, including $2850.00 for work under this order	$4,049,638.96
Expected ~~under-run~~ over-run amount	$ 44,091.09
Expected ~~under-run~~ over-run per cent	1%

Space to right of this line is for use of Salem Office

Submitted by _____ Resident Engineer

Approval Recommended: _____ Division Engineer

Approval Recommended: _____ Construction Engineer or Bridge Engineer

Approved _____ Deputy State Highway Engineer Assistant State Highway Engineer

RECEIVED
FEB 1 - 1972
FOR FILING

I-84(N-1(3)-76
7491

January 26, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

478

Dear Sir:

Re: Inspection on Asphalt Concrete.
Your File 10-35-DA

Your memorandum of January 11 has been reviewed and discussed with our Region personnel, especially regarding the findings of what you term variation in practice. We also think our overall project control is quite good; however, occasionally something may occur or appear which is not always the best practice. Following are comments regarding the findings noted in your report:

LA GRANDE SECTION

(a) Variation of aggregate temperatures from 160° to 450° when plant was producing asphalt concrete for shoulders.

This operation at the time of inspection was reported to be somewhat erratic due to several reasons. Production per day was in the vicinity of 800 to 1,000 tons, which is low for the size plant on hand. This was partially due to a shortage of hauling vehicles and also to the fact that the contractor was pre-drying the 3/4" to 1/4" size aggregate between rounds of the trucks, as the stockpiles were wet and he was having moisture problems. This caused an intermittent operation at the plant, resulting in variation of aggregate temperatures. Estimations were that the plant was operating only about half of the time.

(b) Original data Inspector obtained while checking amount of asphalt in storage tanks not a part of the permanent record.

Evidently, some tank readings were noted on a piece of paper and later the data was transcribed to a regular form. The original paper on which the data was taken was evidently not retained. We are advising our personnel to retain original data.

BUBBS RANCH-WEATHERBY SECTION

(a) Rubber-tired roller being used for breakdown operating over normal speed.

The Inspector was advised of this at the time it was noticed and he immediately instructed the contractor to slow it down to the proper speed. The corrective action was immediately taken.

(b) Too much compactive effort on center portion of panel by vibratory roller.

This is a questionable finding; however, this next season, we will be able to make rapid tests with our nuclear density gauges which will enable us to tell how much rolling can be done without harm to the pavement.

(c) A large amount of dust being ejected into the atmosphere by the hot plant.

Before this was brought up by the Federal Highway Administration Area Engineer, Messrs. Alfred Shirley and John Walker contacted the contractor and discussed this situation with him. The contractor was at that time contacting the A.C. plant manufacturer regarding the emissions which were not only dust but also poor combustion in his drying drum. It appeared that the dust collector was not operating efficiently, causing excess dust. While the contractor made some progress in dust alleviation before he shut down for the winter, there was still a considerable amount of dust in the air. He claimed he had the blessing of the authorities involved, but he was warned that improvement would no doubt be necessary when he started next spring.

(d) Weigh tickets for asphalt cement not being kept as permanent records.

This evidently is about the same situation as was found on the LaGrande Section where original data was copied and then the original not retained. This matter, as previously stated, will be discussed at our Resident Engineer-Inspector meetings.

WEATHERBY-LIME SECTION

(a) Traffic control poor since contractor did not have proper equipment and manpower to handle the situation.

If the instance referred to is the same as the one reported, the contractor was conducting a normal paving operation in the median area with a windrow operation. He inadvertently got too much material in the windrow and some of it built up too high in the machine hopper and spilled into the adjacent traffic lane. Traffic in that lane was stopped while cleanup operations were made. After about ten minutes, our Resident Engineer ordered traffic be let past, so one of our Inspectors helped direct traffic for a short period while the contractor was attempting to get additional flagmen. This may have involved approximately ten to fifteen minutes.

We have on the agenda for our Resident Engineer-Inspector meetings subject matter relating to traffic control and construction signing. Instances such as this will be added to our discussions in an attempt to eliminate State personnel helping direct traffic except in an emergency.

BALDOCK SLOUGH-RICHLAND INTERCHANGE SECTION

(a) Temperature of asphalt concrete aggregates frequently found to be above the 325° specified.

About all that can be said here is that the period was during late fall when lower air temperatures were occurring and a near maximum laydown mix temperature was desirable to allow sufficient time for compaction.

GENERAL

Your findings note that sometimes a month's time elapsed from when asphalt concrete samples were taken until the laboratory test results were received by the Resident Engineer.

We are now trying to shorten this time period. There are several things involved. Sometimes a short period occurs before the cores or samples are shipped, especially if a weekend is involved. We have noted some delay in transit. Also, there are certain times when paving is going on all over the State and a stockpile of materials waiting to be tested accumulates at the Materials Section.

In some instances, some delay can be tolerated. However, at other times, there is a necessity for the field to know the test results as soon as practical. A procedure is being instigated wherein a Resident Engineer will ask for special consideration on getting results when he needs immediate answers. Such periods would be at the start of a project or if he is experiencing problems. This method will help. In addition, we are instructing the field to eliminate as much delay as possible. The Materials Section is taking the same steps.

As stated previously, these matters are being reviewed with our field personnel so corrective measures can be taken. There is no indication that any detrimental effects are evident from any of the above-discussed items.

Very truly yours,

George M. Baldwin
Administrator

By

A. E. Johnson
Assistant State Highway Engineer

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
P. D. Morgan

JHW:fw/AEJ:ja

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: January 11, 1972

In reply refer to: 10-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Routing: Morgan, Decker, Bond, Walker, Boehme, Johnson, Pease, Swan, Glenn, Litchfield, Gallagher, Stein

RECEIVED
JAN 17 1972
CONSTRUCTION DIVISION

SUBJECT: Oregon Project I-80N-6(42)256
La Grande Section
Oregon Project I-80N-7(29)329
Bubbs Ranch - Weatherby Section
Oregon Project I-80N-7(30)333
Weatherby - Lime Section
Oregon Project I-80N-7(31)296
Baldock Slough - Richland Interchange Section
Old Oregon Trail Highway
Stage Inspection

#7337 / #7395 / #7552 / #7491 /

The asphaltic concrete phase of construction was inspected on the above projects between November 9 - 11, 1971. The individual reports for each project have been previously submitted to you for your review.

The project control on all the projects was very good and your personnel are to be commended for their diligence and the quality of their work. As can be expected there was some variation in practices that could cause problems. The word "could" is used because no evidence that either the quality of the products or the veracity of the pay quantities was affected.

The findings of the four inspections are summarized as follows. Please refer to the individual inspection reports for the details of each finding.

La Grande Section - The records indicate the aggregate temperatures varied from 160° to 450° when the plant was producing asphaltic concrete for the shoulders.

The original data the inspector obtained while checking the amount of asphalt in the storage tanks was not part of the permanent record.

FBK
Follow up

(more)

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

Bubbs Ranch - Weatherby Section - The rubber-tired roller being used for breakdown was being operated at speeds greater than normally accepted.

It appeared there may have been too much compactive effort on the center portion of the panel. This compaction was being done with a Dynapack vibratory roller.

There was a large amount of dust being ejected into the atmosphere by the hot plant. Dust from the plant was falling over 2 miles away from the plant.

The weigh tickets for the asphaltic cement were not being kept as part of the permanent records.

Weatherby - Lime Section - The traffic control was poor because the contractor did not have the proper equipment nor enough flagmen to handle traffic. In one case, State personnel helped to control traffic when the situation got pretty bad. This situation could have been prevented and it is recommended that in future similar cases the contractor be shut down until he can handle traffic safely.

Baldock Slough - Richland Interchange Section - The records indicate the temperature of the asphaltic concrete aggregates were frequently above the specified maximum of 325°.

7
6 General - Frequently up to a month elapsed between when the asphaltic concrete sample was taken and the project received the test results.

RECEIVED
JAN 13 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 28 1971
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

September 22, 1971

I-80N-7(31) 296
7491

Baker County Assessor
County Courthouse
Baker, Oregon 97814

Proposed Conditional Use Permit
Baldock Slough-Richland Intchge. Sec.
Old Oregon Trail Highway
Baker County

Attem: Mr. Jerry Cantrell, Admin.
Baker County Planning Comm.

Dear Sir:

This is in answer to your Notice of Public Hearing regarding the conditional use application of Joseph H. Wirth concerning a proposed gravel source in Section 21, T.8S., R.40E.W.M.

This matter was referred to our regional office in La Grande and their investigation indicates there will be no conflict with activities of the State Highway Division. A conditional use permit was granted at the regional level, thus closing our file.

Thank you for bringing this matter to our attention.

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

cc: F. B. Klaboe
H. S. Coulter
G. A. Starkey

NOTED
F. B. KLABOE

RECEIVED
SEP 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-123

Form A.e68 (Rev. 8-70)

I-80N-7(31)296
7491

STATE COPY

G-11 G-12

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED EFFECTIVE DATE 11-1-71
Contingent upon modification of project agreement if additional fund; are required
Reviewed E. J. Valach
7/31 Dist. Engineer
Contract No.
DATE 11-9-71 Three
Prog. No.
FEDERAL HIGHWAY ADMINISTRATION

Section Baldock Slough-Richland Interchange Date August 30, 19 71

Highway Old Oregon Trail F.A.P. No. I-80N-7(31)296

County Baker Prefix 601-1072 Account No. 290-03

Description of Work To Be Done:

Transfer costs of steel piling in excess of project requirements,i.e. over 20 feet in length; to material holding account.

NOTED
A. E. JOHNSON
RECEIVED
NOV 10 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Location by Station Numbers:

Old Oregon Trail Highway(under construction)
Mile post 297.19 or "L" station 1895.

Estimate of Quantities and Costs:

~~405.0~~ 504.0 Lin. Feet steel piling @ $5.00 Lin. Ft. - $2520.00

Total Credit $2520.00

NOTED
TOM EDWARDS

Explanation:

This Force Order is authority to transfer costs of un-used piling(over 20 feet in length) from this project to the Materials Holding Account.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$4,005,547.37
Present estimate of project cost, including $(-)2520.00 for work under this order	$4,087,557.11
Expected ~~under-run~~ over-run (amount)	$82,009.74
Expected ~~under-run~~ over-run (per cent)	2.0

Space to right of this line is for use of Salem Office

Submitted by: C.D. Hiatt Resident Engineer

Approval Recommended: For Construction Engineer or Bridge Engineer

Approval Recommended: Regional Engineer Bridge

Approved: Construction Engineer

RECEIVED
AUG 19 1971

Form FHWA-21 (12-67)

UNITED STATES GOVERNMENT

FOR [illegible]

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

I-80N-7(31)296

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

7491

FROM : E. E. Simpson, Division Engineer
Salem, Oregon

DATE: August 13, 1971

In reply refer to: 08-35-EC

SUBJECT: Oregon Project I-80N-7(28)284
Baldock Slough-Richland Interchange Section
Old Oregon Trail Highway
Cranston-Highbee Ditch Agreement

orig. to Mongin 8-18-71

The executed agreement between the State and the owners of the Cranston-Highbee Irrigation Ditch is approved as transmitted with Mr. Preston's August 10 letter.

RECEIVED
AUG 17 1971
OFFICE OF
STATE HIGHWAY ENGINEER

A. E. JOHNSON

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

I-80N-7(31)296

RECEIVED
MAY 10 1971
OFFICE OF
STATE HIGHWAY ENGINEER

7491

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED EFFECTIVE DATE 4-26-71
Contingent upon modification of project agreement if additional funds are required

BY _____ Dist. Engineer

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

DATE 4-21 5-5-71 19 71

FEDERAL HIGHWAY ADMINISTRATION

Project Name Baldock Slough-Richland Interchange

Highway Old Oregon Trail

County Baker

Contractor Ray Kizer & Ray Kizer Const. Co.

Address PO Box 427 Baker, Oregon 97814

Date

Contract No. 7491

Prefix 601-1072

F. A. Project No. I-80N-7 (31) 296

Order No. One (Supplemental)

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Pay State's share of flagging costs for the flagmen and pilot cars furnished by the contractor for the purpose of safeguarding traffic through and by the project during construction.

Location by station numbers:

Through out project

Estimate of quantities and cost:

Flagging costs (State Share)

Original Authorization	$2,500.00
Additional on this supplemental order	12,500.00
Total	$15,000.00

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The additional flagging is required because of the location of the borrow source, which caused two State Highway crossings and one county road crossing. All of the crossings required continual flagging. Flagging will be done and paid for as per Standard Specifications for Highway Construction 1970 Edition, Articles 107.22, 109.07 and 109.67(d). Work on original authorization has been started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,005,547.87
Present estimate of project cost, including $15,000.00 for work under this order	$3,864,878.31
Expected under-run amount	$ 140,669.56
Expected under-run per cent	3.5

Space to right of this line is for use of Salem Office

Submitted by: C. D. Hiatt — Resident Engineer

Approval Recommended: _____ — Construction Engineer or Bridge Engineer

Approval Recommended: _____ — Division Engineer

Approved _____ — Deputy State Highway Engineer / Assistant State Highway Engineer

5/10/71

SALEM
FORM 8-80 50M 10-69
APR 14 1971

FOR FILING

7491

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 9, 1971

SUBJECT:

To: Mr. A. E. Johnson
Asst. State Highway Engineer

Design of the Baldock Slough-Richland Interchange Section of I-80N in Baker County includes an 84-inch diameter cattle pass 258 feet in length.

It is my thought that the movement of livestock through a crossing of this length would be enhanced by opening up the area in the median strip for the purposes of providing additional light.

Will you please take the necessary steps to do so.

Tom

Tom Edwards
Deputy State Highway Engineer

TE:ja

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Frank Hall
Jack Sollis

4-13-71

H. S. Coulter:

Scott, this is the one I called you about. Be sure and do!

A. E. Johnson

RECEIVED
JUN 21 1968

WYOMING
STATE
P.O. BOX 1708 • CHEYENNE, WYOMING • 82001
HIGHWAY
COMMISSION

Stanley K. Hathaway, Governor
R. O. Stapp, Superintendent

adm
Foreign
Wyoming

June 18, 1968

NOTED
F. B. KLABOE

Mr. F. B. Klaboe
Assistant State Highway Engineer
State Highway Department
Salem, Oregon 97310

Specifications and Plans
General

Dear Mr. Klaboe:

This is in reference to your telephone conversation with Mr. Evans on June 14, 1968 concerning placement of cattleguards on interchange ramps on our Interstate System.

We are enclosing two typical layouts showing more or less our standard treatment as far as placement of fencing and cattleguards in these areas.

In this state, the cattle and sheep graze freely adjacent to the right-of-way. Therefore, in the interest of safety to the highway user, it has long been the policy of the Highway Commission to fence the rights-of-way on all new construction. In keeping with this policy at all rural interchanges on the interstate system, in order to keep the highway fenced tight, it is also our policy to place cattleguards across the ramps.

The Bureau of Public Roads in this region has recognized the problem and is in agreement with our policy.

Where the cross road goes over the Interstate and there is movement of livestock over the structure we have raised the height of the bridge rail to 3'6" which is approximately 1 foot higher than the standard bridge rail.

If further information is needed we will be glad to help you in any way we can.

Orig to Bond w/enc. 6-20-68

Note: O.K. I give up--use them on ramp terminals.

FBK

Very truly yours,

W. E. Sutton
W. E. Sutton
Chief Engineer

NOTED
TOM EDWARDS

RECEIVED
JUN 19 1968
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible], Chairman, Casper • GUS FLEISCHLI, JR., Vice Chairman, Cheyenne
[illegible] • C. C. "Doc" Webster, Cody • R. Clyde Larsen, Jackson • Bruce W. Bringhurst, Riverton • Ellis F. Livingston, Sundance • W. E. Sutton, Secretary, Cheyenne

RECEIVED
DEC 18 1970
RECEIVED
FOR FILING
DEC 17 1970
OFFICE OF
STATE HIGHWAY ENGINEER

I-80N-7(31)296
7491

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED EFFECTIVE DATE 12-18-70
Contingent upon modification of project agreement if additional funds are required
BY
TITLE
DATE 12-16-70

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

FEDERAL HIGHWAY ADMINISTRATION

Project Name Baker - Slough-Richland Interchange
Highway Old Oregon Trail
County Baker
Contractor Ray Kizer & Ray Kizer Construction Co.
Address PO Box 290 , Baker, Oregon 97814

December 3, 1970

Contract No. 7491
Prefix 601-1072
F. A. Project No. I-80N-7 (31) 296
Order No. Two

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Install 8 inch culvert pipe as indicated on Drawing #26332 Revised 10/12/70. This pipe is required to drain water from Bridge Catch Basins.

Location by station numbers:

"CH" 18 + 44 to "CH" 21 + 66

Estimate of quantities and cost:

Labor	$500.00
Materials	247.83
Equipment	100.00
Plus Percentage	152.17
Total	1,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Work performed under this Extra Work Order is an anticipated item in the project authorization. Work has not started as of Dec. 3, 1970.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

NOTED
TOM EDWARDS

Project authorization	$4,005,547.87
Present estimate of project cost, including $1,000.00 for work under this order	$3,845,325.96
Expected under-run amount	$160,221.91
Expected under-run per cent	4

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approval Recommended: Division Engineer

Approved: Deputy State Highway Engineer

12-18-70

RECEIVED
DEC 18 1970
FOR FILING

RECEIVED
DEC 17 1970
OFFICE OF
STATE HIGHWAY ENGINEER

I-ION-7131-76
1491

STATE COPY

APPROVED EFFECTIVE DATE 12-16-70
Contingent upon modification of project agreement if additional funds are required.
BY [signature]
TITLE Dist. Engineer
DATE 12-16-70
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS Contract No. ..... Order No. One

Section Baldock Slough-Richland Interchange Date Dec. 3, 1970

Highway Old Oregon Trail F.A.P. No. I-80N- 7 (31) 296

County Baker Prefix 601-1072 Account No. 278-01

Description of Work To Be Done:

Temporary striping throughout project.
Paint permanent traffic line an d ma rking throughout project.

Location by Station Numbers:

Throughout project.

Estimate of Quantities and Costs:

Temporary striping	16 Hrs at $34.00/Hr.	$544.00
Permanent Striping		
4" Beaded skip line	17 Mi. at 29.00/Hr.	493.00
4" Beaded solid line	1 Mi. at 51.00/Mi.	51.00
3" Beaded solid line	34 Mi. at 42.00/Mi.	1,428.00
Incidental Pavement Legends	16 Hrs. at 34.00/Hr.	544.00
~~Plus 10% Contingencies~~		~~306.00~~
Total		~~3,366.00~~ 3060.00

NOTED
TOM EDWARDS

Explanation:

Work to be done by State Forces. Temporary striping will be done on an actual cost basis. Permanent striping will be done on agreed unit prices in effect at time work is done.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$4,005,547.80	
Present estimate of project cost, including ~~$3,366.00~~ 3060.00 for work under this order	$3,845,325.96	
Expected under-run (amount)	$160,221.91	
Expected under-run (per cent)	4	

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] For: Construction Engineer or Bridge Engineer

Approval Recommended: [signature] Regional Engineer

Approved: [signature] Construction Engineer

12-18-70

BP*73130-134

RECEIVED
JAN 4 - 1971

FOR FILING
I 80N-7(31)276
7491

4.0
11-24-70

Salem, Oregon
November 27, 1970

Agenda Item 4o
November 24 Commission meeting

Mr. F. D. Morgan
Construction Engineer

Attention: T. W. Litchfield
Railroad and Utility Engineer

MISC. CONTRACTS and
AGREEMENTS No. 47142

As requested, attached are two copies of an agreement with joint owners of an irrigation ditch covering reconstruction of their irrigation facilities in conflict with Baldock Slough-Richland Interchange Section of I-80N in Baker County.

Please forward the fully executed copy to the joint owners of the irrigation ditch and you may retain the conformed copy of the agreement. We have retained a fully executed copy of this agreement for the Commission's files.

Floyd Query, Secretary

fkm
Att.

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	STATE
11-56		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
3	(PPM 21-7)	Baker
		PROJECT NO. I-80N-7(31)296

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Baldock Slough-Richland Interchange Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-7-70	5.265
OTHER (Specify)		

FUNDS 92.26%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 3,911,685.00	$ 3,608,920.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By W. Klabo

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By G. L. Green
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer NOV 19 1970

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds.

(b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, up-

Oregon State Highway Division

Federal Aid
Project No. I-80N-7(31)296

BALDOCK SLOUGH-RICHLAND INTERCHANGE SECTION
ON THE OLD OREGON TRAIL HIGHWAY IN BAKER COUNTY

Salem, Oregon, November 12, 1970

Project agreement estimate.

Type Code 6201
Roadway (Sta. "L" 1812+00 to Sta. "L" 2090+00)

Furnishing Field Laboratory Building	1 only	1,000.00	$ 1,000.00
Temporary Protection and Direction of Traffic	All Required		35,000.00
Clearing and Grubbing	All Required		112,700.00
Removal of Structures and Obstructions	All Required		16,000.00
Ditch Excavation	7,150 cu.yd.	2.60	18,590.00
Embankment Foundation Excavation	25,600 cu.yd.	0.75	19,200.00
Granular Embankment Material	176,000 cu.yd.	0.95	167,200.00
Embankment ir Place	895,000 cu.yd.	0.75	671,250.00
Trench Excavation	3,550 cu.yd.	5.00	17,750.00
Tractor with Dozer	44 hour	35.00	1,540.00
Motor Grader	70 hour	20.00	1,400.00
Finishing Roadbed and Slopes	All Required		42,000.00
Obliteration of Roadway	730 sq.yd.	0.50	365.00
Furnishing and Placing Topsoil	84,000 cu.yd.	0.67	56,280.00
Watering	18,200 M-gal.	2.00	36,400.00
Bituminous Base Mixture	83,000 ton	4.50	373,500.00
Asphalt in Bituminous Base Mixture	4,600 ton	42.00	193,200.00
Aggregate Subbase	376,000 ton	0.60	225,600.00
Aggregate Leveling Course	670 cu.yd.	4.00	2,680.00
Plant Mix Aggregate Base	205,000 ton	2.05	420,250.00
Class "B" Asphalt Concrete Mixture	75,000 ton	4.50	337,500.00
Asphalt Cement in Mixture	4,900 ton	41.00	200,900.00
Detour Surfacing	1,000 lin.ft.	3.00	3,000.00
Asphalt in Tack Coat	28 ton	55.00	1,540.00
3/4" - 0 Aggregate in Prime Coat	2,850 cu.yd.	4.00	11,400.00
MC-250 Asphalt in Prime Coat	515 ton	55.00	28,325.00
Reinforced Concrete Bridge End Panels	170 sq.yd.	25.00	4,250.00
Class "A" Concrete in Box Culverts	210 cu.yd.	120.00	25,200.00
Reinforcement in Box Culverts	35,000 lb.	0.20	7,000.00
12-inch Culvert Pipe	220 lin.ft.	3.00	660.00

15-inch Culvert Pipe	2,360	lin.ft.	4.00	9,440.00
18-inch Culvert Pipe	560	lin.ft.	5.00	2,800.00
24-inch Culvert Pipe	370	lin.ft.	6.00	2,220.00
36-inch Culvert Pipe	330	lin.ft.	10.50	3,465.00
30-inch Siphon Pipe	930	lin.ft.	10.00	9,300.00
36-inch Siphon Pipe	470	lin.ft.	12.00	5,640.00
18-inch Irrigation Pipe	140	lin.ft.	6.00	840.00
24-inch Irrigation Pipe	40	lin.ft.	7.00	280.00
48-inch Irrigation Pipe	34	lin.ft.	20.00	680.00
54-inch Irrigation Pipe	690	lin.ft.	24.00	16,560.00
15-inch Paved Culvert End Slopes	23	only	85.00	1,955.00
18-inch Paved Culvert End Slopes	2	only	100.00	200.00
24-inch Paved Culvert End Slopes	4	only	150.00	600.00
36-inch Paved Culvert End Slopes	2	only	200.00	400.00
Concrete Inlets, Type G-2MA	18	only	310.00	5,580.00
Concrete Inlets, Type M-E	3	only	350.00	1,050.00
Concrete Siphon Boxes	11	only	600.00	6,600.00
Concrete Diversion Boxes	1	only	800.00	800.00
Guard Rail, Type 2	1,850	lin.ft.	2.70	4,995.00
Guard Rail, Type 2A	2,000	lin.ft.	4.20	8,400.00
Guard Rail Anchors	13	only	190.00	2,470.00
Extra for Guard Rail Bridge Connection	4	only	200.00	800.00
Type 2 Fence	98,000	lin.ft.	0.50	49,000.00
Extra for Asphalt Approaches	23	only	40.00	920.00
26' Cattle Guards	4	only	3,200.00	12,800.00
Guide Posts, W-1	230	only	7.00	1,610.00
Guide Posts, Y-2	85	only	7.50	637.50
Roadside Seeding	110	acre	83.00	9,130.00
Roadside Mulching	110	acre	157.00	17,270.00
Grass Seed, Crested Wheatgrass	2,200	lb.	0.60	1,320.00
Fertilizer, 22-16-8	440	cwt.	12.00	5,280.00
Signing				
Painted Wood Sign Posts	All	Required		1,035.00
Sign Support Footings	All	Required		2,000.00
Breakaway Sign Posts	All	Required		7,856.00
Single Sign Supports	All	Required		1,310.00
Double Sign Supports	All	Required		2,530.00
Structure Mounts	All	Required		1,450.00
Type "A" Signs in Place	1,570	sq.ft.	7.45	11,696.50
Type "C", "D" and "R" Signs in Place	448	sq.ft.	4.00	1,792.00
Type "E", "F", "G" and "H" Signs in Place	109	sq.ft.	5.00	545.00
Type "U" Signs in Place	15	sq.ft.	6.00	90.00
Thermoplastic Pavement Arrows	2	only	100.00	200.00
				$3,245,227.00
Flagging	All	Required		$ 2,500.00
Temporary Erosion Control	All	Required		5,000.00
				$ 7,500.00

	Subtotal		$3,252,727.00
	10% Engr. & Cont.*		324,272.00
	Total		$3,576,999.00

*Reduced in accordance with paragraph 5 (project field offices) of PPM 30-6.

Type Code X731
Chandler Lane U'xing (Br. No. 9511) (Sta. "L" 1894+79.10) (Length 322 ft.)

Shoring, Cribbing, Etc.	All Required		$ 7,000.00
Structure Excavation	350 cu.yd.	6.00	2,100.00
Structure Excavation Below Elevations Shown	30 cu.yd.	6.00	180.00
Furnish Steel Piling	3,800 lin.ft.	4.10	15,580.00
Drive Steel Piles	58 only	100.00	5,800.00
Splice Steel Piles	15 only	40.00	600.00
Class "A" Concrete (692 cu.yd.)	All Required		77,000.00
Reinforcement (117,100 lb.)	All Required		21,000.00
Structural Steel (426,600 lb.)	All Required		155,000.00
Three Tube Metal Railing	640 lin.ft.	20.00	12,800.00
Preparation of Slopes	400 sq.yd.	3.00	1,200.00
Concrete Slope Paving	400 sq.yd.	15.00	6,000.00
	Subtotal		$ 304,260.00
	10% Engr. & Cont.		30,426.00
	Total		$ 334,686.00

Length of Roadway - - - - - - - - - - - - - - 5.265 miles
Length of Structure - - - - - - - - - - - - - 0.000 mile
Project Total - - - - - - - - - - - - - - - 5.265
Cost of Roadway per Mile - - - - - - - - - - - $679,392.02

Retained in Program Status

Striping	All Required		$ 2,500.00
Install 8" Culvert to Structure Drain	All Required		1,000.00
	Subtotal		$ 3,500.00
	10% Engr. & Cont.		350.00
	Total		$ 3,850.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway	$3,576,999.00	$3,300,139.00	$276,860.00
Structure	334,686.00	308,781.00	25,905.00
Subtotal	$3,911,685.00	$3,608,920.00	$302,765.00
Retained in Program Status	3,850.00	3,552.00	298.00
Total	$3,915,535.00	$3,612,472.00	$303,063.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7491

Prefix No. 601-1072

RECEIVED
NOV 10 1970
FOR FILING

I-80N-7(21)296
7491

November 9, 1970

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for the November 24 meeting an agreement between the State and the joint owners of an irrigation ditch who are collectively called "Participants", covering the reconstruction of their irrigation facilities in conflict with the Baldock Slough-Richland Interchange Section of I-80N in Baker County.

This agreement provides that the State will construct two 36-inch siphons, approximately 8,000 feet of 2-feet bottom irrigation ditch, 1,000 feet of 4-feet bottom irrigation ditch, 600 feet of 10-foot bottom irrigation ditch, 300 feet of 54-inch irrigation pipe and one three-way diversion box. This work will be included in our contract at an estimated cost of $43,000.

The agreement further provides for the State to perform structural maintenance of the 54-inch irrigation pipes and the Participants to perform structural maintenance of the remainder of their facilities adjusted or relocated in accordance with this agreement. It further provides for the Participants to perform all operational maintenance of all of their facilities covered by this agreement. Their maintenance work must be performed from outside the access control line.

This agreement provides for the exchange of right-of-way. The Participants will deed to the State all their

rights within the highway right-of-way in exchange for certain parcels to be acquired by the State and conveyed to the Participants to accommodate their relocated facilities. It further provides that in the event future adjustment of the Participants' facilities, covered by this agreement, are required by the State, such adjustments will be performed at State expense.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
L. H. Young
V. E. Skoog
F. D. Morgan (Attn: T. W. Litchfield)
H. S. Coulter

PGP:dl sr

RECEIVED
NOV 10 1970
FOR FILING

I-ION-7(21)-7
7491

November 9, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of November 2, 1970, is requested in the award of contract for the Baldock Slough-Richland Interchange Section, Project No. I-80N-7(31)296.

The contractor receiving the award is Ray Kizer & Ray Kizer Construction Co. in the amount of $3,549,487.00, with Contract No. 7491 assigned. This bid was received on October 29, 1970, and awarded November 2, 1970.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

In compliance with par. 6b of PPM 21-6.3, we certify that all prospective bidders did acknowledge receipt of the addendums to the plans and proposal for this project before the bid opening.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

DAR:ia

FHWA Endorsement

Date_____
I concur in the award.

R. E. Simpson
Division Engineer

INSPECTION NO. C

RECEIVED
NOV 18 1970
FOR FILE

CONSTRUCTION DEPARTMENT
INSPECTION REPORT

Name of Job Baldock Slough-Richland Interchange Contract No. 7491

I-X(H)-7(51)276
Highway Old Oregon Trail
7491

Contractor Ray Kizer Date November 5, 1970

_____ Initial)
)
_____ Intermediate)
)
_____ Final)
)
_X_ Special)
Pre-construction Conference

Inspection Made by _____

NOTED
A. E. JOHNSON

REMARKS

Pre-construction conference was held in Baker with the following items discussed:

1. Contractor Kizer intends to commence grading within 2 weeks. Will start on south end of project.

2. Crushing will probably commence about the first of the year.

3. Contractor will provide two material sources and use State source also. Contractor provided sources are one at about the middle of the project on the west side of the highway. This will supply topsoil, embankment and gravel for crushing. The other source will be a dry land side hill borrow southeasterly from the south end of the project. The contractor had no written schedule but will provide the Resident Engineer with one shortly.

4. H. M. Fillmore discussed utility conditions and there does not appear to be any serious problems.

5. Dorland Swan discussed EEO requirements and told prime contractor that he would be responsible for this phase for himself and all his subcontractors.

6. Ecology and Pollution were discussed. It is not believed this will pose any major problem areas on this project.

7. The following were given as subcontractors for this project: Rogers Construction Co, structures, crushing, surfacing; Warnoke Co., fencing; Coral Corp., signing; and Loftus Co., seeding and mulching.

A detailed report of attendance and so forth will be made by the Resident Engineer concerning this meeting.

cc: Div. Engr. H. S. Coulter
Res. Engr. C. D. Hiatt
A. E. Johnson

John H. Walker
Signed
John H. Walker, Field Construction Engineer

JHW:fw

RECEIVED
NOV 3 - 1970
FOR FILING

I-8011-7(31)-76
7491

November 2, 1970

Ray Riser and Ray River
Construction Company
Drawer K
Redding, California 96006

Gentlemen:

The State Highway Commission today accepted your proposal for work on the Baldock Slough-Highland Interchange Section of the Old Oregon Trail in Baker County for the sum of $3,549,487 and referred it to the State Highway Engineer with authority to award the contract as soon as necessary right-of-way is acquired and approval of the Federal Highway Administration is received.

Later in the day those conditions were fulfilled and the State Highway Engineer awarded you the project, which has been assigned Contract No. 7491.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

fm
bc Frank Morgan
Ivan Merchant
H. S. Coulter
C. D. Hiatt

RECEIVED
OCT 19 1970

FORM PR-1240
(REV. Oct. 68)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FOR FILE

LETTER OF APPROVAL AND/OR AUTHORIZATION

FROM: R. E. SIMPSON, DIVISION ENGINEER SALEM, OREGON I-80N-7(31)296	PROGRAM NO.	FEDERAL AID PROJECT NO. I-80N-7(31)296
		STATE PROJECT NO. BALDOCK SLOUGH – RICHLAND INTERCHANGE SECTION
	ITEM NO. 1-623	COUNTY NAME BAKER
		PROGRAM STAGE (Check) [ ] 1 [X] 2

TO: 7491

10-13-70

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

Young w/enc, 10-14-70

NOTED
F. B. KLABOE

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
OCTOBER 7, 1970	OCTOBER 7, 1970	INTERSTATE ROUTE I-80N
		STATE ROUTE NUMBER STATE ROUTE 6

LIMITS OF AUTHORITY

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $2,500.00 AND TEMPORARY EROSION CONTROL IN THE AMOUNT OF $5,000.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) CONTRACTOR'S FLAGGING $2,500.00; TEMPORARY EROSION CONTROL $5,000.00
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [X] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S OCTOBER 5, 1970 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

THE STANDARD SPECIFICATIONS FOR WELDED HIGHWAY BRIDGES AND INCIDENTAL STRUCTURES JULY 1970 ISSUE, ARE APPROVED FOR USE ON THIS PROJECT.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

RECEIVED
OCT 14 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-13-70	[signature]	For DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
OCT 2 - 1970
FOR FILING

I-8ON-71 276
7491

Salem, Oregon
August 24, 1970

Agenda Item 4u
August 18 Commission meeting

Mr. Jack Sollis
Assistant Attorney General
Trial Division

B U I L D I N G

MISC. CONTRACTS and AGREEMENTS No. 4846

As requested, attached for further handling is a fully executed copy of a petition to exclude land from Baker Valley Irrigation District on the Powder River-Baldock Slough and Baldock Slough-Richland Sections of I-80N.

We have retained a xerox copy of this petition for the Commission's files.

Floyd Query, Secretary

fkn
Att.

RECEIVED
AUG 14 1970
FOR FILING

I-80N-7(31)296
7491

August 13, 1970

Oregon State Highway Commission

Gentlemen:

The purchase of right-of-way for the Powder River-Baldock Slough and Baldock Slough-Highland Sections of the I-80N Highway has resulted in the taking of 201.4 acres of land from 20 separate grantors all located within the Baker Valley Irrigation District. The petition has been prepared in compliance with the law requesting exclusion of these lands from the district. The petition reports to the Baker Valley Irrigation District that the Highway Commission will pay the currently due portion of the construction costs charged to the property and the operation and maintenance assessments up to and including the date of entry of a final order of exclusion by the Baker Valley Irrigation District. The total cost will be approximately $870.

I recommend your approval and request authority for the Secretary to sign the petition for and on your behalf.

This matter will be on the agenda for your consideration at the meeting of August 18.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
V. E. Skoog
L. N. Young
D. H. Moehring
H. S. Coulter

TE:ja mc

TRANSACTION NUMBER 8-35

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 8-12-70

BY (Signature): MR. YOUNG'S JULY 24, 1970 LETTER

TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS _____

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 623 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
623	I-80N-7(31)296	5.27	5,900,000	5,400,000	BALDOCK SLOUGH-RICHLAND INTERCHANGE SECTION	GRADE, DRAIN, HIGH TYPE PAVEMENT 4 - 12' LANES AND ONE STRUCTURE.

REMARKS (Division)

I-80N-7(31)296
7491

NOTED
F. B. KLABOE

NOTED
TOM EDWARDS

Young 8-18-70

RECEIVED
AUG 17 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 19 1970

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
		8-12-70	R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-95

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

July 24, 1970

FEDERAL-AID PE
(PPM 21

CARD 2	REPORT NUMBER (19)(20)	1	PROJECT LOCATION *(45 typewriter spaces)* 21 65	I-80N 6.10 mi. N. of Baker, S. 5.27 mi.	ADT	PRESENT	2,650	FUTURE (68)	4,600	YEAR (70)(71)	90
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 52	Gr., Dr., High type pave., 1 br.	NATL. FOREST (63)(65)		FH ROUTE NO. (66)(68)		SUPV AGCY (69)		DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH Y (74)
CARD 4	CLASS OF FEDERAL FUNDS 17-31	Interstate									COUNTY NAME	Baker
	NAME OF URBAN AREA										ROUTE NO. 1	FEDERAL-AID I-80N

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COS: TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					PE		I-80N 6.10 mi. N. of Baker, S. 5.27 mi. (Baldock Slough-Richland Interch. Sec.)			
5					ROW					
5					CONST (CODE) 6201 X731			5.27	5,900,000	5,400,000
							PROJECT TOTALS	5.27	5,900,000	5,400,000

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

(16) (23)(24) (33)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

1970

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	ADT	2,650	4,600	90	08	Oregon	35	042	623

V AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
					I-	80-7	(31)	296	N

COUNTY NAME: Baker — CODE: 001

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
I	I-80N	6	I-80N

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Gr., Dr., 4-12' lanes H.T. pave., with 10' R. & 6' L. shldrs., 106' median, one bridge (length 322', H.C. 36'), frontage rd. 24'.
5.27	5,900,000	5,400,000	500,000		ROW - 290' min.; access control - full; parking restrictions complete.
5.27	5,900,000	5,400,000	500,000		

REMARKS

Additional Data: Items 104, 487 and 584; projects I-80N-7(3)284, I-80N-7(22)284 and I-80N-7(28)284 respectively.

(over)

USCOMM DUSCOMM-DC 46906-P61

Project Data

The project consists of grading and draining, four 12-foot lanes of high type pavement with 10-foot right and 6-foot left shoulders and a 106-foot median. Construction of one undercrossing structure, at Chandler Lane Interchange, which is described below under structures.

Roadway

Type Code 6201; bituminous concrete pavement on stone base without admixture.

Structures

Type Code X731; highway under highway; steel plate girder; bridge No. 9511; length 322 feet; horizontal clearance 36 feet; estimated cost $310,000.

Utilities

ROW and adjustment programmed under I-80N-7(28)284.

Public Hearing

Held June 30, 1965.

Design

Approved by BPR memorandum of May 13, 1969.

State Clearinghouse Review

Exempt under paragraph 2b of IM 50-1-70 per BPR memorandum of March 31, 1970 (substantial amount of right of way acquired prior to September 30, 1969).

Baker Municipal Airport

No objections by Federal Aviation Agency per their letter of April 2, 1964, transmitted to the Highway Division by BPR memorandum of April 22, 1964, from Mr. A. W. Parson on airport clearance as required by PPM 20-13 (P.E. project I-80N-7(3)284, North Powder-Baker Section).

F-222(7) Gellatly Summit Section, of the '70 Corvallis-Newport Hwy., W. of
#7492 Corvallis (Grading & paving)

AYRES 13

7492

RECEIVED

[illegible], Oregon
October 8, 1973

Gellatly Summit
Contract No. 7492

NOTED
H. S. COULTER

G. W. Wimer
Regional Construction Engineer

RECEIVED
OCT 11 1973
Office of
Assistant State Highway Engineer

FROM:

John A. Bond
Construction Administration Engineer

In a phone conversation with Attorney Norm Kobin, he agreed to accept the $30,000 offer stated in my August 22, 1973 letter to settle all but the so-called excavation claim on this project. Mr. Kobin indicated that he will be pursuing the excavation claim further, apparently first via another meeting with us.

Your office and the Resident Engineer should keep all your pertinent data in tact. We should try to refine our position on the excavation so as to make a convincing stand at our next meeting. A fairly large scale typical section showing the plan and the change from the plan would be very helpful.

We are preparing the $30,000 price agreement here.

JAB:fw

10-11-73
Copy to Coulter
from John Bond
2nd

7492

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 22, 1973

Mr. Norman B. Kobin
Kobin and Meyer
Attorneys at Law
Suite 800
610 S. W. Alder Street
Portland, Oregon 97205

RE: Gellatly Summit Section
Contract No. 7492

Dear Mr. Kobin:

This will respond to your June 16 letter on behalf of Paul Zimmerly Road Construction concerning the contractor's claims on the subject project.

The material you submitted has been reviewed by the appropriate State people associated with the project. We still do not find a proper basis for adjustment on the so-called General Excavation claim related to the Station 2288+50 to 2299+00 cut.

We therefore cannot sanction the overall lump sum settlement you offer. However, we would recommend to higher authority a lump sum settlement of all claims other than the one related to General Excavation referred to above for $30,000.

Please advise promptly if you wish to proceed in this manner and a price agreement will be prepared and forwarded to you accordingly.

Very truly yours,

C. T. Keasey
Construction Engineer

By

John A. Bond
Construction Administration Engineer

JAB:fw
bc: H. S. Coulter
C. O. Fredrickson
Richard Nelson

NOTED
H.S.COULTER

RECEIVED
AUG 23 1973
Office of
Assistant State Highway Engineer

7492

STATE COPY

CHD (Johnson)
Region
Wash DC

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

3-8-73

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

ch

REGION NO. 10	REPORT NO. 13	COUNTY Benton	DIVISION Oregon
DATE OF REPORT 3/8/73	REPORT MADE BY G. S. Hughes, Highway Engineer Trainee		PROJECT NO. F-22(7)
COMPLETION DATE 6/12/72	ACCEPTANCE DATE BY CONTRACT AGENCY February 26, 1973	TIME ELAPSED 150 %	CONTRACT TIME 235 CWD
APPROVED EXTENSIONS 10 days	LOCATION Gellatley Summit Section, Corvallis-Newport Highway		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT

GELLATLEY SUMMIT SECTION
CORVALLIS - NEWPORT HIGHWAY
Grading and Paving

MAY 08 1973

REGIONAL OFFICE

The project provided for grading drainage and paving of two 12' lanes with 10' shoulders. There is 6000' of climbing lane consisting of three 12' lanes with a 4' shoulder adjacent to the climbing lane. Also included was 0.63 mile of partial grading.

The project work was completed on June 12, 1972 in which 306 days were used. The specified calendar workdays were 235. Liquidated damages have been assessed for the period of overtime.

The contractor has submitted a claim in which the count of time charge has been challenged. A review of this and other aspects of his claim is presently being revieved.

The final contract amount underran 3.8%. There were no major overruns or underruns on the project.

There was a deduction of $5,901.25 for nonspecification A/C pavement placed on the project. Also a penalty of $283.78 assessed under price agreement #16 for excess moisture in the A/C mix.

RECEIVED
MAY 9 1973
ENGR

NOTED
H.S.COULTER

5-9-73
cy Coulter
Young

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE FOR Original signed by P. V. RIEDL		SIGNATURE G. L. Green	
TITLE Area Engineer	DATE 4/30/73	TITLE Division Engineer	DATE 5-8-73

Form PR 33-E (Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

7492

March 8, 1973

U. S. Fidelity & Guaranty Company
Portland Office
201 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

On February 28, 1973, we wrote to you concerning release of final payment on Contract No. 7492 awarded to Paul Zimmerly Road Construction for work on the Gollaty Summit Section of the Corvallis-Newport Highway in Benton County.

Final payment on this contract is $8,005.26 and the total contract amount is $1,029,003.16 including $13,456.84 for work performed under force account.

Very truly yours,

C. H. Hurd, Secretary
OREGON STATE HIGHWAY COMMISSION

hs

cc Paul Zimmerly Road Construction
7511 N. E. 61st Avenue
Vancouver, Washington 98661

bc C. T. Keasey
Walt Hart
V. E. Shoog
Attn: Dick Enck
C. O. Fredrickson

7492

February 28, 1973

U. S. Fidelity & Guaranty Company
Portland Office
201 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

Contract No. 7492 awarded to Paul Zimmerly Road Construction for work on the Colletly Summit Section of the Corvallis-Newport Highway in Benton County was completed on June 15, 1972, and accepted by the Highway Commission on February 26, 1973.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before March 5, 1973.

You have been previously notified of claims filed against the contract.

Very truly yours,

G. W. Hand, Secretary
OREGON STATE HIGHWAY COMMISSION

By
R. M. Graham, Assistant Secretary

dr

cc Paul Zimmerly Road Construction
7511 N.E. 61st Avenue
Vancouver, Washington 98661
bc C. T. Kenney
Walt Hart
V. E. Skoog
Attn: Dick Hacek
C. O. Fredrickson

RECEIVED
SEP 26 1972
FOR FILING

7492

September 25, 1972

Joyce and Yaberovich
Attorneys at Law
P. O. Box 903
Corvallis, Oregon 97330

Attention: Jack L. Joyce

Gentlemen:

This is to acknowledge receipt of your letter of September 6 advising us that all disputes between Paul Zimmerly Road Construction, Joseph Lamberty and Bruce Stahler have been resolved. We also acknowledge release forms signed by Bruce Stahler and Joseph T. Lamberty.

This appears to be in connection with the Paul Zimmerly Road Construction Contract No. 7492 for work on the Soliatly Summit Section of the Corvallis-Newport Highway in Benton County.

We will notify all interested parties that this claim has been resolved.

Very truly yours,

C. W. Reed, Secretary
OREGON STATE HIGHWAY COMMISSION

CWR:fm

cc Paul Zimmerly Road Construction
7511 N. E. 61st Avenue
Vancouver, Washington 98661

U. S. Fidelity and Guaranty Co.
311 Oregon Bank Building
Portland, Oregon 97204

NOTED ON CARD
9-25-72
for

Commissioners

JACK L. JOYCE
DON TODOROVICH

Telephone (503) 753-9146

JOYCE AND TODOROVICH
ATTORNEYS AT LAW
129 N.W. FOURTH STREET
P.O. BOX 905
CORVALLIS, OREGON 97330

September 6, 1972

Mr. C. W. Head
Assistant Secretary
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: OSHD Job #7492

Mr. Head:

As I informed you on the telephone Tuesday, September 5, 1972, all disputes between Paul Zimmerly Road Construction, Joseph Lamberty and Bruce Starker have been resolved.

Enclosed for your files is a release executed by Mr. Starker, together with a release executed by Mr. Lamberty.

I assume, as you told me on the telephone, it will not be necessary to execute formal Notice of Withdrawal of Claim.

If I can be of further assistance, please contact me.

Yours very truly,

JACK L. JOYCE

JLJ/dm
Enc.
cc. Mr. Norman Kobin

RECEIVED
SEP 8 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RELEASE

In consideration of One Dollar ($1.00) and other good and valuable consideration, BRUCE STARKER hereby releases and discharges PAUL ZIMMERLY ROAD CONSTRUCTION and UNITED PACIFIC INSURANCE COMPANY from any and all manner of action, judgments, executions, debts, claims and demands of any kind arising out of or relating to PAUL ZIMMERLY ROAD CONSTRUCTION's contract with the Oregon State Highway Department, State of Oregon, for the grading and paving of Gellatly Summit Section of the Corvallis-Newport Highway, Job #7492.

Dated this 5th day of September, 1972.

Bruce Starker
BRUCE STARKER

RECEIVED
SEP 3 1972
OREGON
STATE HIGHWAY COMMISSION

R E L E A S E

The undersigned does hereby release and acquit PAUL ZIMMERLY ROAD CONSTRUCTION and U.S. FIDELITY & GUARANTY COMPANY, its surety, of any and all claims, accounts and choses of action which the undersigned may have or claim to have against Paul Zimmerly Road Construction and U.S. Fidelity & Guaranty Company, its surety, and expressly claims arising out of a supply contract, as amended, for the crushing and furnishing of various rock products by the undersigned for the performance of Oregon State Highway Department Contract No. 7492 - Gellatly Summit.

This release is given in full and complete settlement of disputed claims between the parties, and it is understood that Paul Zimmerly Road Construction has withdrawn all claims against the undersigned for claimed breach of contract.

This agreement shall be binding upon and inure to the benefits of the parties and their respective heirs, successors and assigns.

Dated this 5th day of September, 1972.

Joseph T. Lamberty

Witness:

RECEIVED
SEP 8 1972
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 11 1972
FOR FILING
7492

July 7, 1972

Interstate Heavy Hauling, Inc.
2035 N. E. Columbia Boulevard
Portland, Oregon 97211

Attention: G. S. Low

Gentlemen:

This is in reply to your letter of June 27 concerning your claim for freight charges in the amount of $1,440.60 against Paul Zimmerly Road Construction Contract No. 7492.

Our records show that your claim was filed with the Secretary of State on April 12, 1972 and was assigned his file No. 4658. This filing will protect your claim under the bond.

You mentioned in your letter that you have not received payment for these freight charges. For your information we are attaching a copy of excerpts from the Oregon Revised Statutes Relating to Public Contracts. Action by Claimant on Contractor's Bond is outlined under ORS 279.536 on Page 3 of the excerpts.

In other cases similar to yours we have suggested that they contact their attorney. You might wish to do the same.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Read, Assistant Secretary

CWR:dr
Attachment

cc U. S. Fidelity & Guaranty Co.
Portland Office
301 Oregon Bank Building
Portland, Oregon 97204

Paul Zimmerly Road Construction
7311 N.E. 41st Avenue
Vancouver, Washington 98661

NOTED ON CARD
7-7-72 dr

INTERSTATE HEAVY HAULING CO. INC.

If it's too . . . *High, Wide or Heavy* . . . Call Us!

PHONE: 285-2501
2035 N.E. COLUMBIA BLVD.
PORTLAND, OREGON 97211

June 27, 1972

Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Attention: Mr. Floyd Query

Re: Contract No. 7492
Gellatly Summit Section of the Corvallis-Newport Highway

U.S.F.&G. Bond No. 0120-1611-70

Gentlemen:

Further on our correspondence of April 10, regarding our claim for freight charges in the amount of $1,440.60, on moving the paving plant to the job-site.

Payment of the fright charges have not been made as of this date, nor has information been received as to the status of the job, nor the performance bond.

We would, therefore, at this time, desire to proceed with some action wherein our freight charges may be satisfied, either by action taken by the Highway Commission, the Secretary of State or the United States Fidelity and Guaranty Co.

If more information is required to satisfy this claim, we shall be pleased to furnish bills and explanation of the events leading up to this action.

Thanking you for assistance in this matter.

Yours sincerely

G. S. Low

NOTED
FLOYD QUERY

G. S. Low
Interstate Heavy Hauling, Inc.

cc: U. S. Fidelity & Guaranty Co.
201 Oregon Bank Building
Portland, Oregon 97204

Paul Zimmerly Road Construction Co.
Vancouver, Washington 98661

RECEIVED
JUN 28 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
JUL 11 1972
FOR FILING

STATE OF OREGON 1859

Claim $16,000

FILED
JUL - 7 1972
CLAY MYERS
SECRETARY OF STATE

OREGON STATE
HIGHWAY DIVISION

7492

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 6, 1972

RECEIVED
JUL 7 10 23 AM '72
CLAY MYERS
SECRETARY OF STATE

Bruce Starker
7240 S.W. Philomouth Blvd.
Corvallis, Oregon 97330

NOTED ON CARD
7-10-72 kl

Gentlemen:

Mr. Gerald Wimer, Regional Construction Engineer, has forwarded to this office your letter of June 16 and his letter of acknowledgement of June 26, 1972.

Your letter states that Paul Zimmerly owes Joseph T. Lamberty for supplying of rock in the amount of $16,000.

This appears to be in reference to the Paul Zimmerly Road Construction Contract No. 7492 for grading and paving on the Gellatly Summit Section of the Corvallis-Newport Highway in Benton County.

The United States Fidelity and Guaranty Company furnished the performance bond on this contract. We will advise them of the receipt of your letter, and we will also forward it to the Secretary of State for filing.

Please advise this office when Mr. Lamberty's claim has been paid.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By ORIGINAL SIGNED
C. W. HEAD
C. W. Head, Assistant Secretary

RECEIVED
JUL 10 1972
OREGON
STATE HIGHWAY COMMISSION

CWH:dr
cc
U. S. Fidelity & Guaranty Co.
Portland Office
201 Oregon Bank Building
Portland, Oregon 97204

Paul Zimmerly Road Constr.
7511 N.E. 61st Ave.
Vancouver, Washington 98661

NOTED
C. W. HEAD

bc Commission
Gerald Wimer
Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

OREGON STATE HIGHWAY DIVISION

East Salem Hwy. Bldg., Salem, Oregon 97310

June 26, 1972

Bruce Starker
7240 S W Philomouth Blvd.
Corvallis, Oregon

Dear Mr. Starker:

Starker Quarry
M.P. 42.4
Gellatly Summit Section
Contract #7492

Your June 16, 1972 letter is, in effect, a claim against Zimmerly Road Construction Company Contractor on the Gellatly Summit Section. Therefore, a copy of this letter and your letter are being forwarded to Highway Commission Secretary, Floyd Query, for filing in the usual manner.

Query →

You indicate the Highway Division is prejudiced against the material in your "hard rock quarry". This is not the case. Our standard specifications were modified by special provisions to allow use of lower grade material in the "aggregate sub-base" and the "cement treated base". Both of these materials were, in fact, furnished from your quarry.

We have not indicated that asphaltic concrete could not be made from this quarry. We have reported the material to the contractor by the attached laboratory reports: 978578, 986836, 987098, 988501, and 988070. You will note the first two originally failed the Oregon Air Degradation Test but passed only by the referee method. The original mix design was reported November 19, 1971 by the attached laboratory sheet 989058. It indicates a satisfactory product could have been produced if sufficient care and effort had been exercised. This involves both on crushing and on mixing; particularly of mixing when moisture could have been at a minimum.

NOTED
FLOYD QUERY
NOTED
C. W. HEAD

The attached laboratory reports 990461, 990462, and 990464 indicates the material actually placed on the grade did not meet the specifications. Laboratory reports 990995, 990996, and 990997 indicate that material placed in the contractor's shop area on which he took further efforts still did not meet specifications.

In an attempt to provide further information to the contractor of the characteristics of the material alternate mix designs of varying moisture content, with and without additives, and with different asphalts were run. These were reported on the attached laboratory reports 991996, 992624, and 992884.

It was the contractor, not the Highway Division, who made the final decision of abandoning this particular quarry for the AC materials. You suggest compensatory thicknesses. The contractor did not submit an offer of such. This wouldn't be practical to write into a set of specifications but we would have considered it should the contractor have made an offer. It was, in effect, a portion of our analysis of allowing the failing material that had been placed to date, to remain in place.

In comparison, attached are laboratory reports 2013, 0977, and 72-2518 giving the quality of the paving materials received from Corvallis Sand and Gravel Company, Tremaine Pit, on the Albany - Corvallis Highway at M.P. 4.5.

Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/ser

cc: Paul Zimmerly
Floyd Query
C. T. Keasey
John Jenkins
L. L. MacIntyre

2-1074

BRUCE STARKER
FORESTER
7240 S.W. PHILOMATH BLVD.
TELEPHONE 929-3877
CORVALLIS, OREGON 97330

REGION 2 ENGINEER
RECEIVED
JUN 19 1972
ULE GEO TA FILE RUE

16 Juune, 1972

Mr.Gerald W. Wimmer
District Hihgway Engineer
Salem, Oregon

On behalf or Joseph T. Lamberty, rock supplier to Paul Zimmerly, we feel he should be paid in accordance with his production as ordered by Zimmerly and approved for quality by you. Mr. Lamberty performed his half of the bargain in full, delivering to thw stockpile site adjacent to the highway project. Paul Zimmerly has not paid for this rock. If he did pay for it he would be able to sell any not used, and we understand he does have a prospective buyer.

8,000 tons or more at $2.10/ton equals more than $16,000.00

Your attention would be appreciated.

I think you will agree that the outcome to date of our confrontation on the job was less than satisfactory;- regarding rock quality. I would like to"take-you-up"on your offer to supply comparitive test series on river rock compared with our "Hard Rock Quarry" rock. I would like to have an independent materials technician compare for them for me. Please indicate the differences you regard as critical, that you rely on to support what I regard as a prejudice against clean sharp hard pit-source crushed rock. My contrary opinion arises from many years practical experiences as a rock user. Certainly I would much prefer good crushed pit rock to round river pebbles with only a few corners knocked off on the way through the crusher.

I hope you will recall my remarks on compensatory thickness, and writing specs so as to arrive at desired results by using available materials.

Very truly yours,

Bruce Starker

Landowner, Quarrry owner and lien holder.

CC MacIntyre Sent 6-20 SER

RECEIVED
JUL 11 1972
FOR FILING

STATE COPY

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7492

June 20, 1972

TO Glen L. Green, Acting Division Engineer
Federal Highway Administration

Federal-aid Project
No. F-222(7)

FROM George M. Baldwin
Administrator of Highways

by

L. H. Young
Programing Engineer

NOTED
A. E. JOHNSON

Consult Johnson 6-26-72

SUBJECT Request; Contract Work Completed

Contract 7492 Work Completed June 12, 1972

Project Gellatly Summit Section

Highway Corvallis-Newport

County Benton

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 6-15-72

Conditions not acceptable: Final inspection made and project considered as accepted.

Glen L. Green
Acting Division Engineer

cc: Tom Edwards
L. H. Young

RECEIVED
JUN 26 1972
OFFICE
STATE HIGHWAY ENGR.

6-26-72 Johnson Ley Young

7492

FORM S-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: GELLATLY SUMMIT SECTION		WEEK ENDING: June 17, 1972
		SECTION PREFIX: 2-1074
HIGHWAY: Corvallis-Newport		COUNTY: Benton
NAME OF JOB: Gellatly Summit Section	KIND OF WORK: Grading and Paving	
CONTRACTOR: Paul Zimmerly Road Construction	CONTRACT NUMBER: 7492	FEDERAL AID PROJECT NUMBER: F-222(7)
DATE OF CONTRACT: November 2, 1970	DATE WORK STARTED: December 11, 1970	ESTIMATED COMPLETION DATE: June 12, 1972
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 14 SUPERVISION: 2	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: work 235	WORK DAYS USED / CALENDAR DAYS USED: work 306
PROJECT AUTHORIZATION: $1,221,383.81	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 130
EXCLUSIVE OF ENGINEERING: $1,134,529.85	ENGINEERING AUTHORIZATION: $86,853.95	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,134,529	ENGINEERING COST TO DATE: $115,000	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: .132 %	DATE PROJECT WAS COMPLETED: June 12, 1972

SEMI-FINAL ESTIMATE WILL BE IN REGIONAL OFFICE June 19, 1972.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100	100 Agg.	Cem. Tr. Base	
		GRADING	SURFACING	MAINTENANCE STOCKPILE	ROADWORK STOCKPILE		PAVING
MILES IN PROJECT		1.88	1.61	0	1.61		1.61
MILES PARTIALLY COMPLETED		1.88	1.61	0	1.61		1.61
MILES COMPLETED		1.88	1.61	0	1.61		1.61
TOTAL ESTIMATED QUANTITIES (CONTRACT)		572,700 cy	34,600 ton	69,000 ton	16,900 ton		11,300 ton
TOTAL QUANTITIES CORRECTED TO DATE		495,233 cy	34,684 ton	69,000 ton	19,477 ton		12,144 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		495,233 cy	34,684 ton	69,000 ton	19,477 ton		12,144 ton
AVERAGE DAILY QUANTITIES		0	0	0	0		0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME		TIME EXPIRED					
NUMBER OF SHIFTS PER DAY		0	0	0	0		0
HOURS PER SHIFT		0	0	0	0		0

EQUIPMENT USED DURING THE WEEK: 2 dump trucks; power broom; hydro seeder; flatbed truck; 988 Fr. end loader; Tractor backhoe

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy			
MONDAY	Fair			
TUESDAY	Ptly Cldy-Fair			
WEDNESDAY	Ptly Cloudy			
THURSDAY	Cloudy			
FRIDAY	Fair			
SATURDAY				

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	Western Landscape (sub) - seeding and mulching throughout project. No other activity on project.
MONDAY	Zimmerly - installed paved end slope; cleaned out catch basins and pipe; removed scales, cleaned up site; moved mail boxes; misc. cleanup & dressing project. Coral Corp. (sub) - finished hanging & buckling rail; completed anchors and general cleanup behind rail; completed installing guide posts. Western Landscap (sub) finished seeding and mulching project.
TUESDAY	Incidental dressing and cleanup.
WEDNESDAY	No activity.
THURSDAY	No activity.
FRIDAY	No activity.
SATURDAY	No activity. (week ending June 17, 1972)

REMARKS

Final inspection of project conducted June 15, 1972 by the following: Paul Riedl from FHWA, G.W. Wimer, Regional Construction Engineer, Howard Johnson, District Engineer, L.L. MacIntyre, Res. Engr., Richard Nelson, Asst. Res. Engr., all from State Highway Division and Hal Fackler, Supt. for Zimmerly Road Construction.

FINAL REPORT.

SIGNED _____ LOCATION Corvallis

L.L. MacIntyre, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

STATE COPY

FORM PR-33B (REV. 3-68) cc: OSHD (A E Johnson) Region Work HC Dist Coord

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS cst

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

(Check appropriate box) ☐ Contact ☐ Project Stage Inspection ☐ Final Inspection

Region No.	Report No.	County	Division
10	12	Benton	Oregon
Date of Inspection	**Inspection Made By**		**Project No.**
6/15/72	P. V. Riedl, Area Engineer		F 222(7)
In Company With			
Mac Acley			
Quality of Work	**Progress of Work**	**Time Elapsed**	**Work Completed**
Satisfactory	Unsatisfactory	139 %	100 %

NOTED A. E. Johnson

Report to Include: (1) Scope of Inspection (2) Summary of Findings, Recommendations, and Action Taken.

*(*Not applicable for all Contracts.)*

cc Constr 8-22-72

NOTED E. B. KLABOE

COPY SENT

AUG 17 1972

REGIONAL OFFICE

GELLATLEY SUMMIT SECTION
CORVALLIS-NEWPORT HIGHWAY
Grading and Paving

SCOPE OF INSPECTION

The purpose of this inspection was to cover a stage inspection on the paving of the project and to hold a final inspection of the entire project.

Those in attendance were as follows:

G. W. Wimer, Regional Construction Engr
Howard Johnson, District Engineer
L. L. MacIntyre, Resident Engineer
Richard Halsen, Asst Resident Engr
Hal Fackler, Supt. for contractor

8-22-72 al-g

The project was completed on June 12, 1972, in which 306 days were used. The specified calendar workdays were 235. Liquidated damages will be assessed for the period of overtime.

GENERAL COMMENTS

The material produced for the AC pavement was crushed from the Starker pit which is about 1½ miles from the project. Last fall during a 3-day run, the contractor produced and placed approximately 2,000 tons of asphaltic concrete. This material was out of specifications on gradation, percent retained moisture, and retained strength. It was placed in a 2-inch lift. Based on the reduced strength of this nonspecification AC material, the State has determined that approximately an additional ½ inch of AC will be required to be added over the nonspecification material to obtain the original design pavement strength. The State advised the contractor of their findings and gave him the option of either removing and disposing of the nonspecification material or place an additional ½ inch of specification asphaltic concrete over the nonspecification material at his own cost. Following a complete review of this matter by the Highway Division, it was determined that due to the location of the material placed which was out of specifications and

(more)

and the amount of overlay yet to be placed on the project, the material could be considered as satisfactory to the project, but a price reduction would be enacted for the amount of material considered out of specifications. Therefore, Price Agreement #16 was approved calling for a price reduction for the Class B asphaltic concrete which included the excess moisture. It was determined that there was 6,677.07 tons of AC material so involved. A price reduction of $283.78 was applied to this project. A review of the test results for the asphalt for the project indicated that the material passed required specifications.

Compaction tests taken showed a few tests were low in compaction; however, after submission to the laboratory and recompacted, all tests show that material meets the required 92 percent compaction.

The riding quality of the finished AC surface would be considered as fair-good. There are a number of locations in which the contractor had some problems with the paving machine and a somewhat rough pavement was experienced. However, in straightedging and checking the finish on the project, the work would meet required specifications. Therefore, it is recommended that this project be considered as acceptable in accordance with the required specifications.

RECEIVED
STATE HWY ENGR
AUG 18'72
REFER TO
FOR
Dist. | Asst. | RHD | DIR | Asst. | Asst. | File

RECEIVED
APR 17 1972
FOR FILING

7492

PAUL ZIMMERLY ROAD CONSTRUCTION

7511 N.E. 61st Avenue • Phone 695-3446
VANCOUVER, WASHINGTON 98661

April 12, 1972

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Re: Contract # 7492
Gallatly Summit Section
Corvallis - Newport Highway

Subject: Interstate Heavy Hauling Inc.
Their letter to you dated April 6, 1972.

Gentlemen;

Reference is made to the above subject and your letter to them dated April 10, 1972.

Interstate Heavy Hauling, Inc. was hired to move a certain asphalt plant from Rexford, Montana to the Dalles, Oregon under an agreement between R. A. Heintz Construction Co. and Interstate Paving Company.

Prior to R. A. Heintz Construction Company completing their agreement with Interstate Paving Company, Paul Zimmerly Road Construction purchased portions of said plant from Interstate Paving Company F.O.B. The Dalles, Oregon. It was further agreed that the hauler rather than to unload the plant at the Dalles, would continue on to Blodgett, Oregon and that the cost of additional freight would be borne by Paul Zimmerly Road Construction.

Interstate Paving Company was to have given shipping instructions to R. A. Heintz Construction Company as to what was to go to The Dalles and Blodgett. Apparently this was not carried out. The end result was hauling of loads from Rexford, Montana directly to Blodgett, Oregon and hauling back to The Dalles equipment which we had not purchased but for which we are billed. Also, scale mechanism was not properly loaded and tied down causing extensive costs in rebuilding and adjustments.

Between R. A. Heintz Construction Co. and Interstate Heavy Hauling, Inc. we are being billed for the movement of eleven loads, two loads by R. A. Heintz Construction Company and nine loads by Interstate Heavy Hauling, Inc. This plant should have been moved in nine loads.

NOTED
C. W. HEAD

NOTED
FLOYD QUERY

Cec

PAUL ZIMMERLY ROAD CONSTRUCTION

7511 N.E. 61st Avenue • Phone 695-3446
VANCOUVER, WASHINGTON 98661

The Paul Zimmerly Road Construction disallows the additional load and backcharged Interstate Heavy Hauling, Inc. for the repair of the scale mechanism which was damaged by their operations, other damages done while the equipment was being transported amounted to $105.10 to highway heat tank, this sum was deducted from their charges.

We have paid to Pacific Scale Company $994.70 for scale repairs, this amount together with the overcharge of two loads in the amount of $340.80 totals a backcharge to Interstate Heavy Hauling, Inc. of $1,440.60.

Very truly yours
Paul Zimmerly Road Construction

By Paul Zimmerly
Paul Zimmerly/ Owner

Enclosers attached

Pacific Scale Company, Inc. Invoice #22565
Interstate Heavy Hauling, Inc. Invoice # 7407 & 7409
Copy of Paul Zimmerly Road Const. Check # 8620

cc:
United State Fidelity & Guaranty Co.
J. C. Beeson, Inc.

RECEIVED
APR 1 1972
OREGON
STATE HIGHWAY COMMISSION

PAUL ZIMMERLY, ROAD CONSTRUCTION
7514 N. E. 61ST. AVE. PHONE 695-3446
VANCOUVER, WASHINGTON

1233

No. 8620

PAY _____ DATE 12/23/71 $ 448.80

NON NEGOTIABLE

Pacific Coast Building Inc.
P. O. Box 1847
Portland, Oregon 97211

[illegible] BANK :1233-05261: 667 949:

PAUL ZIMMERLY ROAD CONSTRUCTION
[illegible] DIVISION

DETACH AND RETAIN THIS STATEMENT
THE ATTACHED CHECK IS IN PAYMENT OF ITEMS DESCRIBED BELOW

DESCRIPTION	TOTAL AMOUNT	DEDUCTIONS	NET AMOUNT	ACCOUNT DISTRIBUTION
For [illegible]	1,[illegible]8.60			
Less repair by Pacific Pipe Co.	[illegible]4.70			
Less repairs by Paul Zimmerly Rd. Const.	[illegible]9.10		448.80	7[illegible]

RECEIVED
APR 1[illegible] 1972
OREGON
STATE HIGHWAY COMMISSION

H. C. BAUGH

R. A. VanHOOMISSEN

PACIFIC SCALE COMPANY, INC.

SALES AND SERVICE

3214 S. E. 50TH PORTLAND, OREGON 97206

PHONE 777-3978 – AREA CODE 503

Paul Zimmerly Const. Co.
7511 N. E. 61st
Vancouver, Wash.

(Asphalt Plant in Bledget, Oregon)

Invoice No. 22565

Requisition No.

Date Nov. 30, 1971

Howe model 27000 #66-14163 – Replaced dial parts, Tested & adjusted scale.	Labor	$535.00
	Dial Mechanism exc. –	360.00
	1-bearing loop	5.20
Howe model 27000 #66-14161 – Replaced lever yoke, Tested & adjusted scale.	Mileage	94.50
	TOTAL	$994.70

damage on scale for transporting.

RECEIVED
APR 1 1972
OREGON
STATE HIGHWAY COMMISSION

B. C. Interstate Heavy Hauling Co.
Portland Oregon.

Please Pay on this Invoice – No Statement Issued

E RESI-FILM

I.P.D. EMG-11 NO-GLARE RESI-FILM

I.P.D. EMG-11 NO-GLARE

INTERSTATE HEAVY HAULING INC.

P.O. Box 11247 Portland, Oregon 97211 285-2501

Truck No. _____ Trailer No. _____ Date 10-27-71 FREIGHT BILL NO. 7407

Shipper Interstate Paving, A. A. Haints Const Co. Portland Ore Shipper's No. _____

Consignee Ray Zimmerley Klodgett, Oregon

Charge To Ray Zimmerley Road Const.Co.
7511 N. E. 61 Avenue
Vancouver, Wn. 97326

No. Pkg.	Description of Article	Load and Unloading Time	Per Hour Rate	Miles Hauled	Per Mile Rate	Weight	Rate Per cwt. or ton	Charges
2	Steel Deck Platforms Section Pipe (elbow) Tank			86		16000	77	123.20
	ex bills 1-10-72 Charge Zimmerley per authy [illegible] of Interstate Paving Co.							

Shipper _____ Received the above freight in apparent good order. PAY LAST AMOUNT SHOWN

Per _____ The agreed or declared value of the property is hereby specifically stated by the Shipper to be not exceeding: Date _____ ALL BILLS ARE DUE AND PAYABLE 7 DAYS AFTER PRESENTATION.

$ _____ Per _____ Per _____

INTERSTATE HEAVY HAULING INC.

P.O. Box 11247 Portland, Oregon 97211 285-2501

Truck No. _____ Trailer No. _____ Date 10-29-71 FREIGHT BILL NO. 7409

Shipper Interstate Paving Co. The Dalles, Ore Shipper's No. _____

Consignee Ray Zimmerley Klodgett, Ore

Charge To: Ray Zimmerley Road Const. Co.
7511 N. E. 61 Avenue
Vancouver, Wn. 97326

No. Pkg.	Description of Article	Load and Unloading Time	Per Hour Rate	Miles Hauled	Per Mile Rate	Weight	Rate Per cwt. or ton	Charges
1	T/L Misc. parts for Hotplant			166		16000	136	217.60
	ex bills 1-20-72 Charge Zimmerley per authy Howard Stidham of							

Shipper Interstate Paving Co. Received the above freight in apparent good order. PAY LAST AMOUNT SHOWN

Per _____ The agreed or declared value of the property is hereby specifically stated by the Shipper to be not exceeding: Date _____ ALL BILLS ARE DUE AND PAYABLE 7 DAYS AFTER PRESENTATION.

$ _____ Per _____ Per _____

RECEIVED
APR 17 1972
ENGINEERING

Claim 4658

FILED
APR 12 1972
CLAY MYERS
SECRETARY OF STATE

RECEIVED
Apr 12 2 08 PM '72
CLAY MYERS
SECRETARY OF STATE

7492

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 10, 1972

Interstate Heavy Hauling Company
2035 N. E. Columbia Boulevard
Portland, Oregon 97211

NOTED ON CARD
4-13-72 kl

Attention: G. S. Low

Gentlemen:

Your letter of April 6 was received in today's mail informing us that Paul Zimmerly Road Construction owes you for freight charges in the amount of $1,440.60.

This appears to be in reference to the Paul Zimmerly Road Construction Contract No. 7492 for work on the Gallatly Summit Section of the Corvallis-Newport Highway in Benton County.

The United States Fidelity & Guaranty Company, Portland Office, 201 Oregon Bank Building, Portland, Oregon 97204, furnished the performance bond on this contract. We will advise them of the receipt of your claim letter and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc U. S. Fidelity & Guaranty Company
201 Oregon Bank Building
Portland, Oregon 97204

Paul Zimmerly Road Construction
7511 N. E. 61st Avenue
Vancouver, Washington 98661

bc Hon. Clay Myers - Please acknowledge receipt of attached claim on the enclosed copy of this letter.

Cc ✓

NOTED
C. W. HEAD

INTERSTATE HEAVY HAULING CO. XXXXXXX INC.

If it's too . . . *High, Wide or Heavy* . . . Call Us!

PHONE: 285-2501
2035 N.E. COLUMBIA BLVD.
PORTLAND, OREGON 97211

April 6, 1972

Mr. McQuery
Secretary to the State Highway Commission
State Highway Building
Salem, Oregon 97310

Re: Contract No, 7492
Gellatly Summit Section
USF&G Bond No. 0120-1611-70

Dear Mr. McQuery:

The contractor, Paul Zimmerly Road Construction, has not paid the freight charges on the inbound move of some equipment. We are, therefore, requesting a lien be placed upon any payments due the contractor and/or upon the bond until such time as the amount of $1,440.60 has been paid.

Yours sincerely

Interstate Heavy Hauling, Inc.

G. S. Low

G. S. Low

cc: U.S.F.&G. - Seattle

RECEIVED
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

NOTED
FLOYD QUERY

RECEIVED
JAN 21 1972
FOR FILING
F-222(7)
7142

January 18, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97301

Federal-aid Project
No. F-222(7)

Dear Sir:

Herewith for your consideration and approval are copies of State Force Order No. 3, Contract No. 7492, covering winter maintenance of existing roads and detours on the Gellatly Summit Section of the Corvallis - Newport Highway in Benton County.

This order is written to cover the cost of winter maintenance as set forth under Section 108-07(b-1) of the Standard Specifications for Highway Construction. This order will cover the maintenance of existing roads and approved detours during the suspension of the contractor's work due to winter weather conditions.

The estimated cost of this order is $2,000.00 with Federal participation in the amount of $1,200.00.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Engineer Coord., January 5, 1972.

Your approval as of January 5, 1972 is requested.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
R. D. ASBURRY

L. H. Young
Programming Engineer

BMW:alc

RECEIVED
MAR 30 1972
FOR FILING

7492

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 12, 1972

SUBJECT:

To:

J. B. Boyd
Region Engineer
Office

Attention: G. Wimer

Asphalt Concrete, Gellatly
Summit, Contract #7492

We have reviewed field control and laboratory test results for asphalt concrete paving completed todate on the Gellatly Summit Section. Nearly 1900 tons of base lift mix is involved which was paved on November 30 thru December 2, 1971.

Four of six field control tests indicate that the mix represented does not comply with design mix tolerances. The six field tests for moisture content of dried aggregate prior to mixing do not satisfy the 0.5 percent limitation. Index of Retained Strength tests #990461-2-4 for samples of mix used in paving indicate considerable loss in strength resulting from excess aggregate moisture. Since the dried aggregate moisture is high and strength retention is low, we feel that the pavement represented is of a 1.5 crushed base equivalt quality.

Analysis of the pavement structure for a 1.5 CBE base course AC indicate a two year loss in pavement life for a five year design and a five year loss for a twenty year period. The two inches of 1.5 CBE pavement rather than a 2.0 CBE quality results in a 0.5 inch deficiency of asphalt concrete.

John C. Jenkins
Engineer of Materials & Research

by

James E. Wilson, Jr.
Asst. Engineer of Materials & Research

cc: A. E. Johnson
C. T. Keasey
C. J. Gregg

RECEIVED
JAN 12 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

SP°32479-734

COPY SENT F-222(7) 473

Form E-208—5M

DEC 10 1971

STATE

7492

COPY SENT

DEC 10 1971

REGIONAL OFFICE

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 11-17-71
Contingent upon ... ject agreement if additional ... are required

BY R. K. Hanson

TITLE Dist. Engineer

DATE 12-10-71

FEDERAL HIGHWAY ADMINISTRATION

Project Name Gallatly Summit Section Date November 10, 19 71

Highway Corvallis - Newport Contract No. 7492

County Benton Prefix 2-1074

Contractor Paul Zimmerly Road Construction F. A. Project No. F-222(7)

Address 7511 NE 61st Avenue, Vancouver, Washington 98661 Order No. 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Remove slide material from constructed ditch section and unplug drainage.

to Construction
cy Johnson
12-15-71

NOTED
A. E. JOHNSON

NOTED
JCM EDWARDS

RECEIVED
DEC 13 1971
STATE HIGHWAY ENGINEER

Location by station numbers:

2284 to 2299 bottom of cut slope left side.

Estimate of quantities and cost:

Material	100.00
Labor	300.00
Equipment	1100.00
	$1500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Pop out slides have dribbled down slope and filled ditch section as staked and constructed.
Work not included in contract items.
This work has not started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,221,383.81
Present estimate of project cost, including $500.00 for work under this order	$1,221,383.81
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: L.L. MacIntyre — Resident Engineer

Approval Recommended: — Division Engineer

Approval Recommended: — Construction Engineer or Bridge Engineer

Approved: R. D. Andersen — Deputy State Highway Engineer, Asst. State Highway Engineer

RECEIVED
DEC 31 1971
FOR FILING

F-222(7)

7492

(14)

November 26, 1971

Paul Zimmerly Road Construction
7511 N. E. 61st Avenue
Vancouver, Washington 98661

Gentlemen:

The State Highway Commission at its meeting on November 24, 1971, considered your request for a 17-day extension of time to complete Contract No. 7492 for work on Gallatly Summit Section of the Corvallis-Newport Highway in Benton County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission granted you 10 days without assessment of liquidated damages.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem Office.

Very truly yours,

Floyd Quarry, Secretary
OREGON STATE HIGHWAY COMMISSION

bc F. D. Morgan
V. E. Shoog
J. B. Boyd
L. L. MacIntyre
Federal Highway Administration

RECEIVED
NOV 18 1971

F-222(7)
7492

November 18, 1971

Oregon State Highway Commission

Request for Extension of Time
No. 14
November 24, 1971 meeting

Gentlemen:

Paul Zimmerly Road Construction, contractor on the Gallatly Summit Section of the Corvallis-Newport Highway in Benton County, Contract No. 7492, has requested a 17-day extension of the contract time with six reasons listed.

A careful analysis of this request indicates that a ten-day extension is valid and reasonable, and I recommend your approval.

This is a Federal-aid Primary project and we have the concurrence of the Federal Highway Administration in this extension.

This matter will be on the agenda for your consideration at the November 24 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
F. D. Morgan
V. E. Skoog
L. H. Young
J. B. Boyd

JAB:fw kw

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: November 11, 1971

In reply refer to: 08-35-DC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-222(7)
Gellatly Summit Section
Time Extension

I concur with the 10-day time extension recommended in Mr. Johnson's November 10 letter.

11-15-71 Morgan Yokum Johnson

RECEIVED
NOV 15 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 9, 1971

SUBJECT: Request for Time Extension
Gellatly Summit Section
Contract 7492

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

Paul Zimmerly Road Construction has submitted a six-point request for contract time extension totaling 17 days. Actually, four of the reasons are quantity overruns and a Price Agreement. The remaining two reasons are not substantiated by the facts. He requests 4 days because of a Labor Day weekend shutdown, but we have acknowledged a stop work order over that period and the 4 days were not counted. He requests 2 days for a "delay on contract execution" and does not elaborate, but we find that the contract was submitted to him well within the 20 days allowed.

Bids were opened October 29, 1970. The contract was sent November 9, 1970, and the calendar workday count started November 21, 1970 with 225 days allowed. The 225 days expired October 5, 1971 and liquidated damages have accrued since then at the rate of $200 per day. The contract is about 84 percent complete, but is in a rather unusual status. Grading and base surfacing are virtually complete, but the contract includes about 12,000 tons of AC paving and the paving aggregate has not been produced. I understand a crusher has only very recently been moved in, so the contractor still has the task of producing specification aggregate and scheduling paving. It therefore appears unlikely that the project will be completed this year, although with a minimum of material problems and a break in weather, it is possible.

The contractor's request on the four quantity reasons is basically derived on a time-money basis. He has based the money on only the net quantities whereas our usual practice with this method has been to use the gross contract amount. Price Agreement 3 was an extension of the four-lane section with a money amount of $18,638. The 7,227 cubic yard overrun in Embankment Foundation Excavation amounts to $10,840. On a time-money basis, the original contract amount and time allowed equates to $4,700 per day. The $29,478 worth of the above two items would therefore equate to 6.3 days.

The amount due for about 2.63 acres of clearing added is still in controversy with the contractor. Based on the actual production, as reported by the Resident Engineer, of 65 days for all clearing work, this added acreage would justify 3.5 days.

I believe we should respond to the request for extension now and recommend a total of 10 days because of added work set forth above. This is a Federal aid Primary project. Rough draft letters to the FHWA and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By

John A. Bond
Construction Administration Engineer

JAB:fw
Enc.
cc V. L. Gallagher

PAUL ZIMMERLY ROAD CONSTRUCTION
7511 N.E. 61st Avenue • Phone 695-3446
VANCOUVER, WASHINGTON 98661

8 October 1971

Mr. L.L. MacIntyre
Resident Engineer
Oregon State Department of Highways
3700 Philomath Road
Corvallis, Oregon

Subject: Gellatly Summit Project
Contract No. 7492
Extension of time to date

Dear Sir,

For reasons to date we request an extension of contract for the items listed below;

Net contract bid price	$968,606.55
Price agreement No. 3	18,638.00
Embankment Found. Exc. Item No. 6	12,588.14
Clearing and grubbing Item No. 3	13,061.00
Finish Roadbedand Slopes(not incl in price agreement No. 3).	250.00
Total Net Contract amount to date	$1,013,143.69
Overrun in dollars	44,537.14
Percent Overrun	4.6
Extension of time above items	11 Days
Shut down labor day weekend	4 Days
Delay on contract execution	2 Days
Total Calender Workday Extension to date	17 Days

Sincerely yours,
Paul Zimmerly Road Construction

Paul Zimmerly
Owner

cc: Vancouver Office. Job File. Jay B. Boyd. Attachments: 5 E-320

2-230 (Rev.)—SM—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date October 4, 1971

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 225 days to 242 days, within which to complete our Contract No. 7492, without the assessment of liquidated damages. The said contract is described as follows: Grading and Paving, GELLATLY SUMMIT SECTION, Corvallis Newport Highway

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Price agreement No. 3	= 4.30 Days
Additional Clearing	= 2.40 Days
Unsuit. Found. Exc. Overrun	= 4.00 Days
Labor Day Weekend Shutdown	= 4.00 Days
Delay on Contract Execution	= 2.00 Days
Finish Roadbed and Slopes not included in Price Agreement #3	= 0.30 Days TOTAL = 17 Days

Respectfully submitted,
Paul Zimmerly Road Construction
7511 N.E. 61st Avenue
Vancouver, Washington 98661
Contractor

By Paul Zimmerly
Paul Zimmerly

CONSENT OF SURETY

Date October 6, 1971

We, U. S. FIDELITY AND GUARANTY COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Carol L. Bernard
Attorney-in-fact
Carol L. Bernard (SEAL)

J. C. Beeson
non- Resident Agent
J. C. Beeson

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7492 Contractor Paul Zimmerly Road Construction

Highway Corvallis - Newport

Section Gellatly Summit Section

Kind of Work

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommended for Approval:

Reg Const. Engineer

By Construction Engineer or Highway Engineer

State Highway Engineer

Contract No. 7492

Project designation F-222 (7)
State Federal

Date awarded November 2, 1970

Work started December 11, 1970

Per cent completed 84 on 10-23-71
Date

Calendar
No. of Workdays Allowed 225

Calendar
No. of Workdays Used 243 on 10-23-71

Calendar
No. of Added Workdays Requested 17

4k

REQUESTS FOR EXTENSION OF TIME

Commission Meeting November 24, 1971

Request No.	Contract No.	Contractor	Section and Highway	Time Requested	Recommendation
1	7592	N. A. Toole Constr. Co.	Harper Jct. Rock Production, Central OR Hwy	16 days	grant 18 days
2	7486	Madson & Stokes Elec. Contr.	"B" Avenue-Middlecrest Rd.(Lake Oswego) Oswego Highway	28 days	assess L.D. = $1,400
3	7401	Ross Bros. Constr. Co.	Midland Info Center, The Dalles-Cal. Hwy	11/30/70-4/14/71	assess L.D., 12/1/ - 12/14/70 $1,050
4	7323	Donald M. Drake Co. & S. S. Mullen	Sunset Hwy-Beaverton Sec. Beaverton-Tigard Hwy.	318 days	grant 104 days
5	7594	Cascade Constr. Co.	Raleigh Hills-Hillsdale Sec., Beavetton-Hillsdale Highway	6 days	grant 6 days
6	7501	Ross Bros. Constr. Inc.	Nestucca R. (Ollie Woods) Br., FAS 613	70 days	grant 37 days; assess L.D. 34 days = $3,400
7	7546	Robert D. Copeland	Jumpoff Joe Cr.-Louse Cr. Interch., FAS 17-102	14 days	grant 10 days; assess L.D. 18 days - $2,700
8	7214	Andersen-Hannan	W. Fremont Interch., Stadium Freeway	120 days	grant 58 days
9	7430	All City Landscape, Inc.	Sunset Safety Rest Area Sunset Highway	16 days	grant 13 days
10	7525	Robert L. Divine	Eugene (Blue Star) Safety Rest Area, Pacific Hwy W.	6/1/71-8/23/71	grant 6/24/71 (Unit a) 8/23/71 (Unit b)
11	7452	Peter Kiewit Sons' Co.	Hubbard Interch. Sec., Pacific Hwy. (I-5) (Unit a)	86 days	grant 13 days; assess L.D. - 35 days = $5,250
12	7151	Guy F. Atkinson Co.	Tualatin R.-Pacific Hwy. Sec., E. Portland Freeway	811 days	grant 103 days
13	7352	Gibbons & Reed Co.	Weatherby-Lime Sec., Old Oregon Trail Hwy.	37 days	grant 32 days
14	7492	Paul Zimmerly Road Constr.	Gellatly Summit Sec., Corvallis-Newport Hwy.	17 days	grant 10 days

RECEIVED
NOV 18 1971
FOR FILING

F-222(7)
1492

November 10, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Dear Sir:

Re: Request for Time Extension
Gellatly Summit Section
Oregon Project F-222(7)

Paul Zimmerly Road Construction has submitted a six-point request for contract time extension totaling 17 days. Four of the reasons are quantity overruns and a Price Agreement. The remaining two reasons are not substantiated by the facts. The contractor requests four days because of a Labor Day weekend shutdown, but we have acknowledged a stop work order over that period and the four days were not counted. He requests two days for a "delay on contract execution" and does not elaborate, but we find that the contract was submitted to him well within the 20 days allowed.

The contractor's request on the four quantity reasons is basically derived on a time-money basis. He has based the money on only the net quantities, whereas our usual practice with this method has been to use the gross contract amount. Price Agreement 3 was an extension of the four-lane section with a money amount of $18,638. The 7,227-cubic yard overrun in Embankment Foundation Excavation amounts to $10,840. On a time-money basis, the original contract amount and time allowed equates to $4,700 per day. The $29,478 worth of the above two items would therefore equate to 6.3 days, and we believe this is a reasonable approach.

The money amount due for about 2.63 acres of clearing added is still in controversy with the contractor. Based on the actual production, as reported by the Resident Engineer, of 65 days for all clearing work, this added acreage would justify 3.5 days.

The above is certainly no more time than would have been indicated at the time the work was added. We therefore seek your concurrence in a 10-day extension.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

cc R. L. Porter
Tom Edwards
F. D. Morgan

JAB:fw ms

7492

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

OFFICE OF THE ADMINISTRATOR

NOV 4 1971

CC-30

Johnson (info)

NOTED
A.E. JOHNSON

#1353

#1192

Honorable Wendell Wyatt
House of Representatives
Washington, D.C. 20515

Dear Mr. Wyatt:

Subject: Oregon Highway Projects F 150-(12) and F 222-(7); Paul Zimmerly Road Construction Company, Contractor; Joseph Lamberty, d/b/a JATE'EL Co., Crushed Rock Supplier; Contract Labor Standards

This has reference to Mr. Bruce Starker's letter addressed to the project Resident Engineer for the Oregon State Highway Department on September 27, 1971, a copy of which was attached to your communication to this Administration dated October 22, 1971. As you requested, the copy of Mr. Starker's letter which was furnished is enclosed herewith.

Mr. Starker was apparently concerned lest the quarrying operations being conducted on his land by Mr. Joseph Lamberty should be considered subject to the contract labor standards applicable to on-site highway construction work being performed by the Paul Zimmerly Road Construction Company. We have been assured by our regional office at Portland, Oregon, that the Oregon State Highway Department, after having secured the necessary information, determined that Mr. Lamberty's operations were not subject to the construction contract labor standards. As this determination coincides with Mr. Starker's own view, no further question should remain.

We are pleased to Have this opportunity to be of service to you.

Sincerely yours,

R. R. Bartelsmeyer
Deputy Administrator

NOTED
TOM EDWARDS

Enclosure

RECEIVED
NOV 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

STARKER FORESTS

72[illegible]W PHILOMATH BOULEVARD
CORVALLIS, OREGON 97330
TELEPHONE (AC 503) 929-3877

Mr. L. L. MacIntyre
Oregon State Highway Dept.
Resident Engineer
3700 S.W. Philomath Blvd.
Corvallis, Oregon 97330

27 September 1971

Dear Sir:

Your office requested information relative to the status of Joseph Lamberty, doing business as JATE'EL Co. --- that is, whether he is a sub-contractor or supplier of rock to the current highway work being done by Paul Zimmerly Road Construction Co. of Vancouver, Washington.

1. In my view crushed rock or other rock delivered to a job site or produced ready for transport is a commercial commodity regardless of other circumstances. Contrary views are probably illegal and unconstitutional and certainly contrary to the public interest. If the Bureau of Public Road regulations conflict they should be changed.

2. Mr. Lamberty is a commercial rock producer, having been in the business for 20 years or so. For a while he used the name of Chambers and Lamberty, but always he was the dominant knowledgeable member of the firm. He has produced rock from his operations to a large number of customers including State and Federal agencies or their contractors, the County and many loggers, mills and others, besides retail sales for driveways, fills, or sanitary systems.

3. The quarry currently used is on my land and was opened up and used prior to the present Zimmerly highway jobs, partly by loggers and partly by Mr. Lamberty. The access or haul road was in, face developed, area scalped and there was loose shot rock on the floor of the quarry.

4. He has continually supplied others---retail and logger, and my own needs during the course of the current Zimmerly job. Some of the larger or repeat customers have been: C. Marstal, Ray's Septic Tank Service, Northside Lumber Co., Paul Barber Hardwoods, Ed Jorgersen, Richard Gassner, L. B. Cook, Paul Zimmerly Construction yard, Hoskins Lumber Co. plus several Starker Forests roads. Others include Bill Chiton, F & S Logging, Bielman Logging, and Demaris Bros. George Newman, E. C. Allworth, Alderwood Mfg., Cecil Young, Larry Bell, R. Foltz, C. Poland, Jack Hulery, C. Wischnofsky, Consumers Power, Ed. Howard, Corvallis Sand & Gravel, Bill Longyears, Bob Evans, Leo Pompe etc. etc.

Very truly yours,

R. Starker

c.c. Wendell Wyatt

Form F-60—10M—7-63

F-222(7)
7492

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION LABORATORY RECORD

Field Compacted
Cement Treated Base

Laboratory No. 981156
Data Sheet No. A36157
Prefix 2-1074
Amount charge 13.50
Dept. Invoice No. Folio
Date received 10-13-71
Date reported Oct. 18, 1971

Project Gellatly Summit
Highway Corvallis-Newport
Contractor Paul Zimmerly Rd. Const. No. 7492
Submitted by L. L. MacIntyre
Source of material Ideal Cement Co. & Starker Quarry
Sampled or inspected at CTB Plant at Jobsite To be used CTB - Base
Sampled or inspected by Jerry Shea 10-9-71 Quantity represented 3,000 tons

Six ~~Seven~~ Day Unconfined Compressive Strength

Sample No.	Date Compacted	Water loss at Compaction ml	Date Tested	Compressive Strength psi	Sample Height, in.
13	10-9-71	40.8	10-15-71	1,314	3.841
14	"	15.8	"	1,295 —	3.912
15	"	44.6	"	1,643	3.738

REPORT TO:

0 Bureau of Public Roads
X 0 Construction Engineer
0 Maintenance Engineer
0 Bridge Engineer
0 Requisition Office
X 0 Division Engineer Boyd
X 0 Resident Engineer Mac Intyre
0 Dist. Maint. Supt.
X 0 Geology & Soils
2 X 0 Files
X Fretwell
X Paul Zimmerly Road Const.

State Printing 52345

RECOMMENDATION:

Material as represented by this sample ..... suitable for use.

RECEIVED
OCT 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED

F 222(7)

Form E-300—6M

7492

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 6-24-71
Contingent upon modification of project agreement if additional funds are required.
BY J. K. Hansen
Dist. Engineer

Project Name Gellatly Summit Section
Date June 18 7-16 71 19 71
FEDERAL HIGHWAY ADMINISTRATION

Highway Corvallis-Newport
Contract No. 7492

County Benton
Prefix 2_107h

Contractor Paul Zimmerly Road Const.
F. A. Project No. F-222(7)

Address 7511 N.E. 61 ST. Ave., Vancouver, Wash., 98661
Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Provide access road to top of proposed excavation left of STA.2284 To STA. 2298, for soils exploration by Highway Division Drill Crew.

Location by station numbers: STA. 2284 To STA. 2298

Estimate of quantities and cost:

Labor	$75.00
Equip.	175.00
Material	0.00
Total	$250.00

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Provide access for soils exploration of excavation area, not previously drilled during lacation.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,221,363.81
Present estimate of project cost, including $250.00 for work under this order	$1,221,383.81
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: L.K. MacIntyre
Resident Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approval Recommended:
Division Engineer

Approved
Assistant State Highway Engineer, Assistant State Highway Engineer—Operations or Office Engineer.
7-14-71

State Printing

F-222(7)

Form E-208—6M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED EFFECTIVE DATE 6-18-71
Contingent upon modification of project agreement if additional funds are required
BY D. K. Hanner
TITLE Dist. Engineer
DATE 7-13-71
FEDERAL HIGHWAY ADMINISTRATION

Order for Extra Work

7492

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Gellatly Summit Section
Highway Corvallis - Newport
County Benton
Contractor Paul Zimmerly Road Const.
Address 7511 N.E. 61st. Ave., Vancouver, Washington 98661
Contract No. 7492
Prefix 2-1074
F. A. Project No. F-222(7)
Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Bring clearing debris to a point accessable to loader for further handling by contractor at his expense.

RECEIVED
JUL 14 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Location by station numbers:

Sta. 2296+00 to 2298+50 Left Side
Sta. 2288+50 to 2292+00 Right Side

Estimate of quantities and cost:

Labor	$200
Equipment	$400
Material	$000
Total	$600

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Clearing staked as per specifications, utilizing location cross-sections. Contractor cleared as per these stakes, construction slope catches require additional area. Contractor required to move back for this work.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,221,383.81
Present estimate of project cost, including $600.00 for work under this order	$1,221,383.81
Expected under-run / over-run amount	$0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: [signature]
L.L. MacIntyre
Resident Engineer

Approval Recommended: [signature]
Division Engineer

Approval Recommended: [signature]
Construction Engineer or Bridge Engineer

Approved [signature] 7-15-71

RECEIVED
JUN 2 - 1971
FOR FILING

F-222(7)
7472

June 1, 1971

363

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Your Ref: 08-35-DA

Reference is made to your May 7 memorandum regarding unsatisfactory progress of work on the Gallatly Summit Section of the Corvallis-Newport Highway, Oregon Project F-222(7).

This has been discussed with the contractor at several times by the Regional and Resident Engineers and he has furnished us with a new schedule of operations which, if followed, will permit completion of the project within the specified time. A copy of this schedule is attached for your information.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

Attachment
cc R. L. Porter
Tom Edwards
F. D. Morgan
R. D. Asburry
EAP:fr ms

Routing

Morgan — Pease

Decker — Swan

Bond — Olson

Weimer — Litchfield

Bolton — Gallagher

Johnson

RECEIVED
MAY 27 1971
CONSTRUCTION DIVISION

2-1074

RECEIVED
MAY 20 1971
ROUTING
ASBURRY ☐ WIMER ☐ HOPKINS ☐
CANFIELD ☐

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Corvallis, Oregon
May 19, 1971

To: MEMO TO FILES

SUBJECT: Progress
Gellatly Summit Section
Contract 7492

Paul Zimmerly

Grading - Gen. Exc.	564,000	
Found. Exc.	8,700	
Total	572,700	

Contractor indicates grading to commence June 14, 1971, two shift operation - 5 day week - 9 hour shifts. 572,700 ÷ 43 days = required 13,300 cu. yds. per day average to complete grading, with related items, by August 16.

Aggregate Subbase 32,000 tons
3,000 tons per day - 11 days to Sept. 1

CTB 16,900 tons
1600 tons per day - 11 days to Sept. 17

Class "B" A.C. 11,300 tons
1200 tons per day - 10 days to Oct. 1

It is anticipated the project can be completed within the specified time limit providing the material production is commensurate.

As of May 14, 1971, approx. 17,000 tons of aggregate subbase had been produced in 39 crushing days for 440 tons per day, with 7 days down time or one day down for each 6 days of production.

There are	15,000 tons of aggregate subbase remaining
	2,640 tons of aggregate leveling course
~~4550cy estimated~~	15,800 tons of CTB aggregate
4550 cy estimated	8,190 tons of Filter Blanket
	41,630 tons aggregates anticipated to be produced by JayTeel Rock Products

41,630 tons to be produced by no later than Sept. 1, 1971 - or 75 days - based on past performance, 62 days of actual production - requiring 670 tons per day average production. This does not include the aggregate for the class "B" A.C., no subcontract for this item has been received and this quarry will not qualify for this material.

cc Morgan

Richard E. Nelson
Assistant Resident Engineer

cc: G.W. Wimer

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: May 7, 1971

In reply refer to: 08-35-DA

FROM G. K. Hoessner
for R. E. Simpson, Division Engineer
Salem, Oregon

NOTED
F. E. Johnson

SUBJECT: Oregon Project F-222(7)
Gellatly Summit
Corvallis-Newport Highway
Progress of Work

A review of progress on the subject project over the past several months shows a lag between time for completion of the project and actual work completed. The progress is now considered Unsatisfactory since it does not seem possible that the contractor can complete the project within the prescribed time with his present equipment and schedule of operations.

This matter was discussed with the resident engineer. He advised your Region II office and they have advised that the problem has been discussed with the contractor.

cc:
Region (08-00.344)
O'Neil
Renz

RECEIVED
MAY 11 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

Routing

Morgan			Pease
Decker	RECEIVED		Swan
Bond	MAY 19 1971		Glenn
Walker			Litchfield
Boehme	CONSTRUCTION DIVISION		Gallagher
Johnsen			Stein

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	STATE
11-64	**FEDERAL-AID PROJECT AGREEMENT**	Oregon
PROJECT REPORT NO.	(PPM 21-7)	COUNTY
3	11-23-70	Benton
		PROJECT NO.
		F-222(7)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Gellatly Summit Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-7-70	1.877
OTHER (Specify)		

FUNDS 63.54%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,174,651.00	$ 746,373.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By _____
(Division Engineer)
For: R. E. Simpson

Date executed by Division Engineer NOV 23 1970

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds.

(b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, up-

Oregon State Highway Division

Federal-Aid
Project No. F-222(7)

GELLATLY SUMMIT SECTION ON THE

CORVALLIS-NEWPORT HIGHWAY IN BENTON COUNTY

Salem, Oregon, November 19, 1970

Project Agreement Estimate.

Type Code 0010
Roadway, Partial Grading (Sta. 2200+00 to Sta. 2222+50 and Sta. 2288+50 to Sta. 2299+00)

Temporary Protection and Direction of Traffic	All Required (5%)		$ 500.00
Clearing and Grubbing	All Required (30%)		30,600.00
Removal of Structures and Obstructions	All Required (10%)		500.00
Ditch Excavation	120 cu.yd.	2.00	240.00
General Excavation	174,000 cu.yd.	0.60	104,400.00
Overhaul	3,000 "C" yd. sta.	0.30	900.00
Trench Excavation	350 cu.yd.	4.00	1,400.00
Finish Roadbed and Slopes	All Required (20%)		1,200.00
Obliteration of Roadway	2,200 sq.yd.	0.35	770.00
Watering	1,750 M-gal.	1.00	1,750.00
12-inch Culvert Pipe	160 lin.ft.	4.50	720.00
18-inch Culvert Pipe	645 lin.ft.	6.20	3,999.00
36-inch Culvert Pipe	130 lin.ft.	14.00	1,820.00
Extra for Pipe Under Pavement	70 lin.ft.	4.00	280.00
18-inch Paved Culvert End Slopes	5 only	200.00	1,000.00
36-inch Paved Culvert End Slopes	2 only	220.00	440.00
Concrete Inlets, Type G-2M	5 only	500.00	2,500.00
8-inch Drain Pipe	650 lin.ft.	3.20	2,080.00
Special Filter Material in Drains	60 cu.yd.	8.00	480.00
Extra for Asphalt Approaches	5 only	50.00	250.00
Guide Posts, W-1	17 only	7.00	119.00
Roadside Seeding	8 acre	60.00	480.00
Roadside Mulching	8 acre	200.00	1,600.00
Grass Seed Mixture	240 lb.	1.50	360.00
Fertilizer, 22-16-8	32 cwt.	10.00	320.00
			$ 158,708.00
Flagging (60% of contractor's cost)	All Required (5%)		$ 325.00
Temporary Erosion Control	All Required (70%)		3,500.00
			$ 3,825.00

	Subtotal		$ 162,533.00
	10% Engr. & Cont.		16,253.00
	Total		$ 178,786.00

Type Code 6204
Roadway, Grading and Paving (Sta. 2222+50 thru Equa. 2276+66.70 = 2276+58.48 to Sta. 2288+50)

Furnishing Field Laboratory Building	1 only	1,000.00	$ 1,000.00
Temporary Protection and Direction of Traffic	All Required (95%)		9,500.00
Clearing and Grubbing	All Required (70%)		71,400.00
Removal of Structures and Obstructions	All Required (90%)		4,500.00
Ditch Excavation	1,630 cu.yd.	2.00	3,260.00
Embankment Foundation Excavation	8,700 cu.yd.	1.50	13,050.00
Granular Backfill Material	8,700 cu.yd.	3.00	26,100.00
General Excavation	390,000 cu.yd.	0.60	234,000.00
Overhaul	58,000 'C' yd.sta.	0.30	17,400.00
Trench Excavation	3,850 cu.yd.	4.00	15,400.00
Finishing Roadbed and Slopes	All Required (80%)		4,800.00
Obliteration of Roadway	13,350 sq.yd.	0.35	4,672.50
Watering	4,750 M-gal.	1.00	4,750.00
Aggregate Subbase	32,000 ton	3.20	102,400.00
Aggregate Leveling Course	2,640 ton	4.50	11,880.00
Cement Treated Base Mixture	16,900 ton	5.00	84,500.00
Portland Cement in C.T.B. Mixture	1,100 ton	32.50	35,750.00
Asphalt in Seal	40 ton	100.00	4,000.00
Class "B" Asphalt Concrete Mixture	11,300 ton	6.50	73,450.00
Asphalt Concrete in Mixture	740 ton	35.00	25,900.00
Asphalt in Tack Coat	5 ton	100.00	500.00
8-inch Culvert Pipe	260 lin.ft.	3.50	910.00
12-inch Culvert Pipe	90 lin.ft.	4.50	405.00
18-inch Culvert Pipe	615 lin.ft.	6.20	3,813.00
36-inch Culvert Pipe	260 lin.ft.	14.00	3,640.00
72-inch Culvert Pipe	320 lin.ft.	22.00	7,040.00
18-inch Paved Culvert End Slopes	4 only	200.00	800.00
Reinforced Concrete Ditch Lining	150 sq.yd.	5.50	825.00
Concrete Inlets, Type G-2	5 only	400.00	2,000.00
Concrete Inlets, Type G-2M	1 only	500.00	500.00
Concrete Inlets, Type G-2MA Special	1 only	1,200.00	1,200.00
6-inch Drain Pipe	2,180 lin.ft.	2.50	5,450.00

8-inch Drain Pipe	5,400 lin.ft.	3.20	$ 17,280.00
12-inch Drain Pipe	2,800 lin.ft.	4.20	11,760.00
Special Filter Material in Drains	2,540 cu.yd.	8.00	20,320.00
Guard Rail, Type 2	2,900 lin.ft.	2.85	8,265.00
Guard Rail, Type 2A	225 lin.ft.	4.00	900.00
Guard Rail Anchors	5 only	200.00	1,000.00
Extra for Asphalt Approaches	6 only	50.00	300.00
Extra for Asphalt Curbs	2,700 lin.ft.	0.90	2,430.00
Loose Riprap, Class 700	10,900 cu.yd.	3.50	38,150.00
Filter Blanket	4,550 cu.yd.	4.00	18,200.00
Guide Posts, W-1	48 only	7.00	336.00
Roadside Seeding	14 acre	60.00	840.00
Roadside Mulching	14 acre	200.00	2,800.00
Grass Seed Mixture	420 lb.	1.50	630.00
Fertilizer, 22-16-8	56 cwt.	10.00	560.00
			$ 898,566.50
Flagging (60% of contractor's cost)	All Required (95%)		$ 6,175.00
Temporary Erosion Control	All Required (30%)		1,500.00
			$ 7,675.00
	Subtotal		$ 906,241.50
	10% Engr. & Cont.*		89,623.50
	Total		$ 995,865.00

*Reduced in accordance with paragraph 5 (project field office) of PPM 30-6.

Length of Roadway (Partial Grading) - - - - - - - 0.625 mile
Length of Roadway (Grading & Paving) - - - - - - 1.252 miles
Project Total - - - - - - - - - - - - - 1.877 miles

Cost of Roadway (Partial Grading) per mile - - $286,057.60
Cost of Roadway (Grading & Paving) per mile - - $795,419.32

Retained in Program Status

SS-1 in Watering	All Required	$ 1,000.00
Slide Correction	All Required	10,000.00
Pavement Striping	All Required	500.00
	Subtotal	$ 11,500.00
	10% Engr. & Cont.	1,150.00
	Total	$ 12,650.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway (Partial Grading)	$ 178,786.00	$ 113,600.00	$ 65,186.00
Roadway (Grade and Pave)	995,865.00	632,772.00	363,093.00
Subtotal	$1,174,651.00	$ 746,372.00	$428,279.00
Retained in Program Status	12,650.00	8,037.00	4,613.00
Total	$1,187,301.00	$ 754,409.00	$432,892.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7492

Prefix: 2-1074

GELLATLY SUMMIT SECTION

FEDERAL-AID PROJECT NO. F-222(7)

Nonparticipating - State Work

Setting Mailbox Posts	8 only	50.00	$ 400.00
Utilities - Consumers Power, Inc.	All Required		5,000.00
			$ 5,400.00

RECEIVED
NOV 30 1970
FOR FILING

INSPECTION NO. _____

CONSTRUCTION DEPARTMENT
INSPECTION REPORT

F. 222(7)
7492

Name of Job **Gellatly Summit** Contract No. **7492**

Highway **Corvallis-Newport**

Contractor **Paul Zimmerly Road Construction** Date **11-17-70**

_____ Initial)
)
_____ Intermediate)
)
_____ Final)
)
X Special)

Preconstruction Conference

Inspection Made by _____

NOTED
A. E. JOHNSON

REMARKS

Preconstruction conference was held in Resident Engineer MacIntyre's office in Corvallis on November 17, 1970.

Utility adjustments do not appear to pose any major problems on this project to either the contractor or the utilities (telephone and power) companies.

A Mr. Spurgeo, Pollution Authority representative, advised regard ing burning regulations. Contractor advised he will not burn but will stockpile slashings, etc. on private property so that they will not be seen from the roadway.

Clearing operations to start about December 1.

Safety and signing was discussed as well as EEO program.

Attached is personnel attending and also tentative operation schedule from contractor. A more detailed report of meeting will be made by Resident Engineer.

RECEIVED
NOV 24 1970
OFFICE OF
STATE HIGHWAY ENGINEER

cc: Div. Engr. **R. D. Asbury**
Res. Engr. **L. L. MacIntyre**
A. E. Johnson

Signed
John H. Walker, Field Construction Engineer

JHW:fw

BAR GRAFT ** GELLATLY SUMMIT **
CORVALLIS-NEWPORT HWY

PAUL W. [illegible] ELY
[illegible] COVER

Starting Date Nov. 21,1970

Bid #	Description		MAR.	APRIL	MAY	JUN
1.	Furnishing Field Laboratory	XXX	XXXXXXXX			
2.	Temp. Protection andDirction of Traffic	XXX	XXXXXXXXXXXX	XXXXXXX XXX	XXXXXX	XXXX
3.	Clearing &Grubbing	XX	XXXXXXXXXXX	XXXXXX XXX	XXXXX	XXX
4.	Removal of Structures and Obstructions	XX	XXXXXXXXXXX	XXXXXXXXX	XXXXX	
5.	Ditch Excavation			XXXX XXX	XXXXXX	
6.	Embankment Foundation			XXX	XXXXX	
7.	Granular Backfill Material			XXX	XXXXXX	XXX
8 & 9.	General Excavation			XXX	XXXXXXX	XXX
10.	Trench Excavation				XXX	
11.	Finishing Roadbed & Slopes					
12.	Obliteration of Roadway				XXXXXX	XXX
13.	Watering					
14.& 15	Courses Of Aggregate					
16 & 17	Cement Treated Base					
18-21.	Asphalt Items			XXXXXXX	XXXXXXXXXX	XXXXXXX
32-37.	Drainage System					
38-40.	Guard Rail					
41-46	Approaches, Curbs, Riprap, Paved Ditch, Paving					
47-50	Seeding and Fertilizer					

PAUL [illegible] CICCOVER, ORSR.

DEELY ROAD CONSTRUCTION

APRIL	MAY	JUNE	JULY	AUGUST	SEPT.	OCT.

GAME COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
GEORGE L. HIBBARD, Chairman
JOHN P. AMACHER, Vice Chairman
DAN CALLAGHAN, Member
J. PAT METKE, Member
JAMES W. WHITTAKER, Member
JOHN W. McKEAN
State Game Director

NOV 18 1970

F-22217

7492

November 10, 1970

cc's sent 11-13-70

F. B. Klaboe
L. H. Young
W. J. Hart
C. G. Swenson
W. H. Tebeau
F. E. Terpin
C. T. Keasey (2)

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention Mr. Frank L. Hall

NOTED
A. E. JOHNSON

Dear Sir:

This is a further reply to your letter of September 14, 1970, which listed four projects. On our previous reply, we did not comment on "Gellatly Summit Section, Benton County, Corvallis-Newport Highway."

We have no great concern on this section, but Gellatly Creek will have some re-channeling and it does contain cutthroat trout. The placement of 1-2 foot diameter boulders at intervals of 50 feet in the new channel areas would provide a more natural channel and provide cover for fish. If this could be done to some degree during the construction period, it would be appreciated.

We are sorry to have delayed in offering comments.

NOTED
F.B. KLABOE

Very truly yours,

R. O. Koski
Fishery Staff Specialist

RECEIVED
NOV 16 1970
OFFICE OF
STATE HIGHWAY ENGINEER

ROK:js

REFERRED TO
Al Johnson
By Asst. State Hwy. Engr

Hall
A. Olson
Wills
Hackleman
Carstensen
Keyes
Terpin
Somelo

RECEIVED
NOV 13 1970
DESIGN SECTION

Scott
Swenson
R. Olson
Trout
Do Not File ☐
Keep ☐
Return To
Other

RECEIVED
NOV 10 1970
FOR FILING
F-222(7)
7492

November 9, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of November 2, 1970, is requested in the award of contract for the Gellatly Summit Section, Project No. F-222(7).

The contractor receiving the award is Paul Zimmerly Road Construction in the amount of $1,057,674.50, with Contract No. 7492 assigned. This bid was received on October 29, 1970, and awarded on November 2, 1970.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Federal Highway Administration Endorsement
Date_____
I concur in the award.

R. E. Simpson
Division Engineer

DAR:ia

RECEIVED
NOV 5 - 1970

F-222(7)
7492

November 4, 1970

Paul Kimmerly Road Construction
7511 N. E. 61st Avenue
Vancouver, Washington 98661

Gentlemen:

The State Highway Commission on November 2, 1970, awarded to you State Highway Contract No. 7492 in the amount of $1,057,674.50 on Salmon Summit Section of the Corvallis-Newport Highway in Benton County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Oxley, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

bc F. D. Morgan
I. D. Merchant
L. L. Mac Intyre
R. D. Asbury
William Seibel (SAIF)

10-12-70

FORM PR-1340
(REV. 3-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

OCT 19 1970

LETTER OF APPROVAL AND/OR AUTHORIZATION

FROM: R. E. SIMPSON, DIVISION ENGINEER SALEM, OREGON	PROGRAM NO.	FEDERAL AID PROJECT NO. F-222(7) STATE PROJECT NO. GELLATLY SUMMIT SECTION
	ITEM NO. P-491	COUNTY NAME BENTON PROGRAM STAGE (Check) [ ] 1 [XX] 2

TO: F-222(7)
7492

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

Young w/enc.
10-13-70

NOTED
F. B. KLABOE

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
OCTOBER 7, 1970	OCTOBER 7, 1970	PRIMARY 22
		STATE ROUTE NUMBER PRIMARY 33

LIMITS OF AUTHORITY

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $6,500.00 AND EROSION CONTROL COSTS IN THE AMOUNT OF $5,000.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) CONTRACTOR'S FLAGGING $6,500.00; EROSION CONTROL 5,000.00
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [X] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S OCTOBER 5, 1970 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

THE STANDARD SPECIFICATIONS FOR WELDED HIGHWAY BRIDGES AND INCIDENTAL STRUCTURES, JULY 1970 ISSUE, ARE APPROVED FOR USE ON THIS PROJECT.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

RECEIVED
OCT 13 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-12-70	For R. E. Simpson	For DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
NOV 20 1970
FHWA FILING
F-222(7)
7492

HB
9-30-70
AAR 513

October 2, 1970

Board of County Commissioners
Benton County
Courthouse
Corvallis, Oregon 97330

Attention: Ralph Schindler
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning the proposed construction of the Gellatly Summit Section of the Corvallis-Newport Highway.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc H. S. Cox
(conf. agreement att.)

TRANSACTION NUMBERS 10-13 AND 10-14

FORM PR-48 (REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 10-2-70

BY (Signature): MR. YOUNG'S SEPTEMBER 21, 1970 LETTER

TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 490 THRU 491

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
490	F-70(4)	2.13	1,855,000	1,177,000	SIXES RIVER SECTION US-101	GRADE, DRAIN, HIGH TYPE PAVEMENT AND 3 BRIDGES
491	F-222(7)	1.88	1,326,000	842,000	GELLATLY SUMMIT SECTION US-20	GRADE, DRAIN, HIGH TYPE PAVEMENT, 2-12' LANES PLUS 1 12' CLIMBING LANE.

Young 10-7-70

10-2-70

REMARKS (Division)

RECEIVED OCT 7 - 1970 FOR FILING

F-222(7) 1402

NOTED
TOM EDWARDS

RECEIVED OCT 5 1970 OFFICE OF STATE HIGHWAY ENGINEER

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		10-2-70	R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

9-21-70

FEDERAL-AID (PR

CARD 2	REPORT NUMBER (18)–(20)	PROJECT LOCATION (45 typewriter spaces) 21–65		ADT	PRESENT	FUTURE (66)–(70)	YE (71)
	1	US 20 2 Mi. E. of Blodgett, E. 1.88 Mi.			2,100	4,000	
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28–62	NATL. FOREST (63)–(65)	FH ROUTE NO. (66)–(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)–(73)	PL. A (74)
	Gr., Dr., High-Type Pave							
CARD 4	CLASS OF FEDERAL FUNDS: Primary						COUNTY NAME	
	NAME OF URBAN AREA 17-31						ROUTE NO. P	FEDERAL- 22

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43–46	STEP 53	TERMINI (Full description)	MILES (54)–(58)	ESTIMATED PROJECT TOTAL ESTIMATED COST (59)–(66)	ESTIMATED PROJECT FEDERAL FUNDS (67)
1										
5					PE		US 20 2 Mi. E. of Blodgett, E. 1.88 Mi. (Gellatly Summit Sec.)			
5					ROW					
5					CONST (CODE)			1.88	1,326,000	842,000
							PROJECT TOTALS	1.88	1,326,000	842,000

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

(16) (23) (24)

7492

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

9-21-70

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
.88 Mi. (65)	ADT	2,100	4,000 (66)	90 (70)(71)(72)	08	Oregon	35 (2)(3)	012 (4)(9)(14)	491 (18)

SUPV AGCY (68)	DA CLASSIF. (69)	DA AREA (70)	EMERG. YR. (71)(72)	PL. AUTH YR (73)(74)(75)	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	I, Projects Only: POST MI., DESIG.
					F-23 (7)	222 (13)	(7) (24)(26)	27

COUNTY NAME: Benton — CODE: 003 (14)(16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. P: FEDERAL-AID 22 (32) — STATE 33 (36)(37) — U.S. 20 (41)

MILES (54)(58)(59)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (66)(67)	FEDERAL FUNDS (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Gr., Dr., 2-12' lanes HT pave. with 12' climbing lane, 10' shldr. adjacent to travel lane and 4' shldr. adjacent to climbing lane. E & W end partial gr. & dr., (0.63 mi.)
					ROW - 170' min.; Access Control - partial; Parking Restrictions - None.
1.88	1,326,000	842,000	484,000		
1.88	1,326,000	842,000	484,000		

(18) (23)(24) (33) REMARKS

-over-

USCOMM DUSCOMM-DC 48905-P61

GELLATLY SUMMIT SECTION
PROJECT NO. F-222(7)

Existing Facilities

18-foot bituminous surface with 6-foot shoulders.

Adjacent Sections

West/East End: Located line only (temporary connections will be constructed to connect to existing highway at each end of project. The existing highway is as described above under existing facilities.)

Project Data

The project consists of grading and draining two 12-foot travel lanes of high-type pavement with one 12-foot climbing lane having a 10-foot shoulder adjacent to the travel lane and a 4-foot shoulder adjacent to the climbing lane. Partial grading on the west (0.43 mile) and east (0.20 mile) end with drainage.

Type Code 0010	(Approx. 0.63 mile)	Est. Cost $ 194,000
Type Code 6204	(Approx. 1.25 miles)	Est. Cost 1,132,000

System Action, Airports, Water Development & Railroads: None involved.

Public Hearing: Offered, but none requested (additional hearings not required per FHWA memorandum of May 13, 1969 on the Blodgett-Wren Section which includes this project.)

Design: Approved (FHWA memorandum of October 9, 1969 on Blodgett-Wren Section which includes this project.)

The Highway Division has considered the social, economic and environmental effects.

Parks, Historical and Recreation Areas: None involved.

Project review by State and District #4 Clearinghouses not required under paragraph 2b of IM 50-1-70 as a substantial amount of right of way was acquired prior to September 30, 1969. Federal Highway Administration concurred by letter of February 19, 1970.

RECEIVED
SEP 25 1970
FOR FILING

F-222(7)
7492

September 15, 1970

Oregon State Highway Commission

Gentlemen:

There will be presented for your consideration at the September 29 meeting a construction-abandonment agreement concerning the proposed construction of the Callaly Summit Section of the Corvallis-Newport Highway (US20), approximately midway between Wren and Blodgett in Benton County.

This agreement provides for construction of the project on generally new and improved alignment, bypassing short sections of the existing highway. Benton County has agreed to accept the jurisdictional responsibility for one of these sections consisting of approximately 600 feet. The State is retaining one section as an access to a material site, and the one remaining section is to be abandoned to the abutting property. Certain provisions of the agreement cover right-of-way acquisition, grading, base, paving, signing, and maintenance. No structures are planned for this section.

The project is scheduled for contract at the October 29 bid opening and, if satisfactory bids are received, construction will be under way shortly thereafter. Tentative estimates of cost have been placed at $1,000,000.

I recommend approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Quary
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
Frank L. Hall
L. H. Young
D. H. Moehring
H. S.Cox
R. D. Asburry

MCH:mm sr

SEP 14 1970

GAME COMMISSION

F 222(7)

OFFICE OF THE DIRECTOR

7412

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 222-9611

TOM McCALL
GOVERNOR

COMMISSIONERS
GEORGE L. HIBBARD, Chairman
JOHN P. AMACHER, Vice Chairman
J. PAT METKE, Member
JOSEPH W. SMITH, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
State Game Director

September 14, 1970

Hall
A. Olson
Wills
Hackleman
Carstenson
Keyes
Terpin
Sample

RECEIVED
SEP 15 1970
DESIGN SECTION

Scott
Swenson
R. Olson
Trout
Do Not File ☐
Keep ☐
Return To
Other

State Highway Engineer
State Highway Department
Highway Building
Salem, Oregon 97310

Attention Mr. Frank L. Hall

Dear Sir:

This is in reply to your letter of August 25, 1970, regarding four projects to be let on October 1 and October 29, 1970.

On the following three projects there will be no conflicts with wildlife resources and they are approved.

1. Champoeg Creek Bridge, Marion County
   Champoeg State Park-Campground Entrance Road
2. Seven Devils State Wayside, Coos County
3. Yaquina Bay State Park, Lincoln County

On the project entitled "Gellatly Summit Section, Benton County, Corvallis-Newport Highway," we are having our field people check this out. As soon as we receive a report we will notify you.

Thank you for the opportunity of review.

Very truly yours,

R.O. Koski

R. O. Koski
Fishery Staff Specialist

ROK:js

RECEIVED
SEP 15 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 16 1970
OFFICE OF
STATE HIGHWAY ENGINEER

cc's sent 9-16-70

F. B. Klaboe
L. H. Young
W. J. Hart (4)
C. G. Swenson
W. H. Tebeau
F. E. Terpin (4)
R. D. Asburry (6)
C. T. Keasey (2)

RECEIVED
SEP 16 0
FISH
COMMISSION

RECEIVED
SEP 11 1970
PROGRAM & PLANNING
DIVISION

Edwards

STATE OF OREGON
1859

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th. AVE. • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR

COMMISSIONERS
EDW. G. HUFFSCHMIDT
Chairman
JOSEPH I. EOFF
Vice Chairman
McKEE A. SMITH
Member

ROBERT W. SCHONING
State Fisheries Director

Hall
A. Olson
Wills
Harlteman
Carstensen
Payne
Terpin
Sawyer

RECEIVED
SEP 14 1970
DESIGN
SECTION

Scott
Swenson
R. Olson
Trout

Do Not File ☐
Keep ☐
Return To
Other

September 4, 1970

Klaboe
copy Edw
Hall
9-10-70

REFERRED TO Young 9-11-70
By Asst. State Hwy. Engr.

Mr. R. L. Porter, State Highway Engineer
Department of Transportation
Highway Division
Highway Building
Salem, Oregon 97310

Attention Frank L. Hall

Dear Mr. Porter:

We have reviewed the following projects transmitted to us by your letter dated August 24, 1970:

Champoeg Creek Bridge, Marion County
Seven Devils State Wayside, Coos County
Gellatly Summit Section, Benton County

We anticipate no fishery conflicts on the above projects providing water quality is maintained.

Yaquina Bay State Park, Lincoln County

The proposal has been submitted to our coastal fishery staff for investigation. We expect a reply shortly.

Sincerely,

Burt Carnegie

BURT CARNEGIE
HYDRAULICS ENGINEER

cc Oregon Game Commission, Koski

copy delivered 9-18-70

cc's sent 9-16-70

E. B. Klaboe
L. H. Young
W. J. Hart (4)
C. G. Swenson
W. H. Tebeau
F. E. Terpin (4)
R. D. Asburry (6)
C. T. Keasey (2)

RECEIVED
MAY 15 1969

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301
DATE: May 13, 1969

F.222.7(1)
7492

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

In reply refer to: 08-35-EC/400.1
copy 'no hearing' file

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Public Hearing Status and Design Approval
Blodgett - Gellatly Summit Section F-222( ),
Gellatly Summit Section F-222( ) and
Gellatly Summit - Wren Section F-222( )
Corvallis - Newport Highway
Benton County

I concur that additional public hearings are not required for the subject projects as the opportunity for a hearing was offered and no requests were received. Also, all right of way has been purchased.

Design approval has been deferred until we receive and have had the opportunity to review the study report required by Paragraph 10 - of PPM 20-8.

NOTED
F. B. KLABOE

5-15-69
REFERRED TO
[illegible]
BY ASST. STATE HWY. ENGR

RECEIVED
MAY 14 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

S-573(1) Airstrip Rd.-Pudding R. Br. 1970
Sec., of FAS 117, W. of Canby.
#7493 (Grading & paving)

CR 4-51

FAS-C project on FAS 117 is
Aistrip Rd - Pudding River Br.
Arndt Rd.

County constructed portion of project
from Pudding River Br. - Knights Br. Rd
Project was originally
Aistrip Rd - Knights Br. Rd.

RECEIVED
COUNTY & CITY SECTION
OCT 21 1974
ENGR. COOR. LDS AE WE
TYPE CE RE RPE

7493

503-1013

FAS

TELLO, GLEASON & SCARBOROUGH

ATTORNEYS AT LAW

H. MYRON GLEASON
WILLIAM E. SCARBOROUGH, JR.
M. LYLE TRAMMELL
RAYMOND P. MENSING, JR.
H. WILLIAM KRETZMEIER

ORD.	DISTRIBUTION	DATE
719 S. W. THIRD AVENUE PORTLAND, OREGON 97204 Stefani		10/16
3	Telford	Oct 16/74
1	Schumacher	
	File	
4	D. A	
5	TRIPP	
6	State Highway Dept	
7	McIntyre	

October 14, 1974

Mr. Thomas D. Telford, Chairman
Clackamas County, Oregon Board of Commissioners
Clackamas County Courthouse
Oregon City, Oregon

Re: Estate of Harry J. Hegar v. State of Oregon and Clackamas County

Dear Sir:

We represent First National Bank of Oregon, the duly appointed personal representative of the estate of Harry J. Hegar, deceased. On the date of Mr. Hegar's death, January 22, 1974, he was the owner of record of a parcel of property located in Clackamas County, Oregon known as "Pat's Acres", lying within Section 31, Township 3 South Range 1 East of the Willamette Meridian, and also within Section 36, Township 3 South, Range 1 West of the Willamette Meridian, all within Clackamas County, Oregon, immediately adjacent to County Road No. 619, also known as "Arndt Road".

On or about January 17, 1974 and continuously thereafter, the property of our client has suffered continuing and substantial damage due to the construction and maintenance of a new bridge across the Pudding River on Arndt Road and elevation of the Arndt roadbed adjacent thereto. The said bridge and roadbed have been constructed in such a manner so as to cause a radical change in the natural course and flow of the Pudding River thereby resulting in substantial and continuing damage by erosion and flood to the property of our client.

Our further investigation has revealed that the reasonable value of the property damage is in an amount of not less than $50,000.00.

Demand is therefore made upon you for reimbursement to First National Bank of Oregon, Personal Representative of The Estate of Harry J. Hegar in that sum. In the event that reimbursement is not made within ten [10] days from receipt of this letter, suit will be instituted to protect our client's interests.

Sincerely,

William E. Scarborough, Jr.

WES/dmo
CERTIFIED MAIL - RRR
cc: First National Bank of Oregon

cc H. J. Cook
Floyd Tracey
C. J. Tripp

cc: C. B. Fredrickson

July 12, 1973

Clackamas County Board of Commissioners
Courthouse
Oregon City, Oregon 97045

Attn: Mr. John McIntyre
Director of Public Works

Gentlemen:

Final costs, as shown in the enclosed cost statement, are now available on:

Airstrip Road-Pudding River Bridge Section
Arndt Road, FAS ~~249~~ 117

In accordance with an agreement dated November 18, 1969 the amount of $8,014.41 is due the County. You will receive a refund in this amount.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldsen
Rural Program Engineer

HR:ljt
Encl.

cc: John Anderson
Marion County Director of Public Works

JOHN A. ANDERSON, P.E.
DIRECTOR OF PUBLIC WORKS
AND COUNTY ENGINEER

DEPARTMENT OF PUBLIC WORKS
COUNTY OF MARION
COURTHOUSE
SALEM, OREGON 97301
(503) 588-5036

THEODORE KUENZI
ASST. DIR. OF PUBLIC WORKS
AND ASST. COUNTY ENGINEER

GLENN ROBERTSON
HIGHWAY SUPERINTENDENT

JEAN K. JAKOLA
ADMINISTRATIVE ASSISTANT

JERRY CONNOR
SOLID WASTE MANAGER

DONNA LAKIN
ADMINISTRATIVE ASSISTANT

June 22, 1973

FAS 117
Arndt Rd.

Airstrip Rd - Pudding R. Br Sec.

Mr. Harold Reynoldson
Rural Program Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Reynoldson:

Enclosed are copies of the deeds that you requested in your letter dated June 21, 1973, which are listed as follows:

William E. & Howard E. Miley	- Volume 690, Page 649
James C. & Pauline L. Wiggins	- Volume 690, Page 651
Trailer Tillicums of Oregon, Inc.	- Volume 690, Page 652
William A. & Vergie M. Johnson	- Volume 690, Page 755
Herman E. Staehley & Mary M. Staehley	- Volume 692, Page 279
Merle E. Staehely & Evelyn Staehely	- Volume 704, Page 426

Also enclosed are additional negotiations which resulted in a release for any further claims from James C. & Pauline L. Wiggins, and William A. & Vergie M. Johnson.

Very truly yours,

Theodore Kuenzi

Theodore Kuenzi
Assistant Director of
Public Works

TK:mm
Enclosures

To Mel Jacobson
Description

RECEIVED
COUNTY & CITY SECTION
JUN 26 1973
☑ ENGR. ☑ COOR. ☑ UE ☐ AE ☑ UE
☐ RPE ☑ CE ☐ RE ☐ RPE ☐

- #7493

STATE COPY

Monthly transaction number		State
5-37	DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION Bureau of Public Roads	Oregon
Project report number: 7	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 5-10-73	County: Clackamas
Modification number: 1		Project number: S 573 (1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 25, 19 70, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ ~~391,378.50~~ 431,173.00 (ah)	$ 434,389.58
Federal funds	$ 273,967.00	$ 276,098.02
Other revisions		

This modification is made for the following reasons:

Based on Final Voucher

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 10th day of May, 1973.

Oregon State Highway Division
(Official name of Highway Department)

By C F Johnson

Deputy State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By Jerome W. Cvach
for (Division Engineer)

Form PR-2A (Rev. 4-70) Existing stocks of Form PR-2A (Rev. 10-68) will be used.

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	STATE
12-3		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT	COUNTY
3	(PPM 21-7)	Clackamas
	11-25-70	PROJECT NO.
		S-579(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. 1.2 mi. W. Canby, W. 1.22 mi.
Airstrip Road-Pudding River Bridge Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-11-70	1.215
OTHER (Specify)		

FUNDS 63.54%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 431,173.00	$ 273,967.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By P. K. Lahm

Asst. State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By G. H. Greer
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer NOV 25 1970

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, up-

Oregon State Highway Division

Federal Aid
Project No. S-573(1)

AIRSTRIP ROAD-PUDDING RIVER BRIDGE SECTION
FAS 117 IN CLACKAMAS COUNTY

Salem, Oregon, November 20, 1970

Project agreement estimate.

Type Code 6201
Roadway (Sta. 100+12 to Sta. 164+29.39)

Temporary Protection and Direction of Traffic	All Required		$ 5,000.00
Clearing and Grubbing	All Required		20,000.00
Removal of Structures and Obstructions	All Required		2,700.00
Ditch Excavation	380 cu.yd.	2.00	760.00
General Excavation	130,000 cu.yd.	0.73	94,900.00
Overhaul	5,380 C-yd.sta.	0.40	2,152.00
Trench Excavation	2,320 cu.yd.	3.50	8,120.00
Finishing Roadbed and Slopes	1.22 miles	1,500.00	1,830.00
Granular Backfill Material	2,030 cu.yd.	4.50	9,135.00
Watering	1,660 M-gal.	2.00	3,320.00
SS-1 Asphalt in Watering	8,000 gal.	0.40	3,200.00
Coarse Aggregate Base	18,800 ton	3.00	56,400.00
3/4" - 0 Aggregate Base	4,200 ton	3.00	12,600.00
Lime Treated Subgrade	38,700 sq.yd.	0.40	15,480.00
Lime for Treated Subgrade	430 ton	35.00	15,050.00
Class "B" Asphalt Concrete Mixture	6,300 ton	7.00	44,100.00
Asphalt Cement in Mixture	410 ton	30.00	12,300.00
Asphalt in Tack Coat	3 ton	93.00	279.00
3/4" - 0 Aggregate in Prime Coat	235 cu.yd.	7.30	1,715.50
RC-250 Asphalt in Prime Coat	43 ton	50.00	2,150.00
Class "A" Concrete in Box Culvert	190 cu.yd.	95.00	18,050.00
Reinforcement in Box Culvert	33,200 lb.	0.18	5,976.00
12-inch Culvert Pipe	270 lin.ft.	4.00	1,080.00
18-inch Culvert Pipe	220 lin.ft.	5.00	1,100.00
24-inch Culvert Pipe	260 lin.ft.	8.00	2,080.00
30-inch Culvert Pipe	70 lin.ft.	9.00	630.00
36-inch Culvert Pipe	110 lin.ft.	11.00	1,210.00
54-inch Culvert Pipe	110 lin.ft.	23.00	2,530.00
72-inch Culvert Pipe	190 lin.ft.	35.00	6,650.00
8-inch Sewer Pipe	400 lin.ft.	3.00	1,200.00
Extra for Pipe Under Pavement	35 lin.ft.	13.00	455.00

Concrete Inlets, Type G-1	7 only	195.00	1,365.00
Concrete Inlets, Type "D"	2 only	238.00	476.00
8-inch Drain Pipe	2,080 lin.ft.	3.15	6,552.00
Special Filter Material in Drains	250 cu.yd.	8.10	2,025.00
Guard Rail, Type 2	1,900 lin.ft.	2.75	5,225.00
Guard Rail, Type 2A	750 lin.ft.	4.00	3,000.00
Extra for Guard Rail Bridge Connection	2 only	200.00	400.00
Extra for Asphalt Approaches	16 only	125.00	2,000.00
Extra for Asphalt Curbs	2,000 lin.ft.	1.00	2,000.00
Loose Riprap, Class 100	530 cu.yd.	10.00	5,300.00
Roadside Seeding	7.8 acre	100.00	780.00
Roadside Mulching	7.8 acre	350.00	2,730.00
Grass Seed Mixture	260 lb.	1.00	260.00
Fertilizer, 22-16-8	31 cwt.	10.00	310.00
			$ 384,575.50
Flagging (60% of contractor's cost)	All Required		$ 2,500.00
Slide Correction	All Required		4,000.00
Construction Monument Boxes	2 only		400.00
Temporary Erosion Control	11 only		500.00
			$ 7,400.00
		Subtotal	$ 391,975.50
		Engr. & Cont.	39,197.50
		Total	$ 431,173.00

Length of Roadway 1.215 miles

Cost of Roadway per Mile $354,874.89

Federal Funds	$273,967.00
State Funds	78,603.00
County Funds	78,603.00
Total	$431,173.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

G-1-100%

Contract No. 7493

Prefix 503-1013

RECEIVED
MAY 24 1972

STATE COPY

FORM PR-33C
(REV. 12-71)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FOR FHWA (OSHD (young)
Region
Wash DC

5-18-72

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER 1954 SECONDARY ROAD PLAN

(PPMs 20-5 and 20-6.1)

7423

INSTRUCTIONS - Submit original and 3 copies to the Public Roads Division Office

NOTICE OF COMPLETION AND ACCEPTANCE BY STATE HIGHWAY DEPARTMENT

SIGNATURE: L. H. Young	STATE: Oregon
TITLE: Programing Engineer	REGION NO.: 10
BUREAU OF PUBLIC ROADS INSPECTION MADE BY: J. R. Schultz, Area Engineer	COUNTY: Clackamas & Marion
IN COMPANY WITH: *See below	PROJECT NO.: S-573(1)
CONTRACTOR'S NAME: O & K Construction Co.	DATE OF INSPECTION: October 28, 1971
	CONTRACT AMOUNT: $ 384,575.50

CH 5-23-72

DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Grade, Drain, High Type Pavement,
2-12' Lanes

NOTED
A. E. JOHNSON

IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 40 feet)

TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)
6201	1.215	40

STRUCTURES OVER 20-FOOT SPAN

TYPE CODE NUMBER	NET LENGTH (Miles)
---	---

REMARKS: *The project has been completed in apparent conformity with the state standards and procedures approved in accordance with the 1954 secondary road plan.*

5-22-72

*F. D. Morgan, Const Engr, OSHD
G. W. Wimer, Reg Const Engr, OSHD
Art Duffy, Res Engr, OSHD
Winston Kurth, Asst Dir Public Works, Clackamas Co.
Ted Kuenzi, Asst Dir Public Works, Marion Co.
Gordon Osborn, Partner, O&K Construction Co.
George Hackett, Supt, O&K Construction Co.

FAS ROUTE 117
AIRSTRIP ROAD - PUDDING RIVER BRIDGE SECTION
Grading and Paving

This contract was awarded November 12, 1970. The work was started on December 1, 1970, and completed on October 28, 1971. The original time

(more)

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE: Original signed by J. R. SCHULTZ J. R. Schultz		SIGNATURE: Original Signed by R. E. Simpson R. E. Simpson	
TITLE: Area Engineer	DATE: 5/16/72	TITLE: Division Engineer	DATE: 5-18-72

PREVIOUS EDITIONS MAY BE USED UNTIL SUPPLY IS EXHAUSTED

S-573(1)

allowed was 160 calendar work days; this was extended to allow the full 241½ days used by the contractor.

The final cost of the contract item work was $366,212.52 which is an underrun of 5.0 percent. There were no unusual overruns or underruns. The total cost, including engineering and contingencies, was $430,581.95, which is a 3.3 percent underrun.

Permanent signing and striping was completed by Clackamas County subsequent to the final inspection.

The roadway width was measured and found to be reasonably close to plan dimensions.

A copy of the State's materials certificate is on file.

SALEM, OREGON
May 4, 1973

Mr. L. N. Young
Office Engineering

B U I L D I N G

Attn: Mr. R. H. Chase

Additional funds for overruns
Country Club Rd-Harvey Way Sect.
FAS 681
Clackamas County
SU-563(2)

[redacted]

Because of overrun on the two above projects, the following amount of additional Federal funds will be needed:

Country Club Road-Harvey Way Section FAS 681	$50,000
Airport Road-Pudding River Br. Section	15,000
TOTAL	$65,000

H. S. Cox
County and City Engineer

By

Harold Raymaldson
Rural Program Engineer

HR:ljt

ENGR. ASST. OE AE UE
UPE CE RE RPE

FAS 117
Clack Co

FORM S-90 (REV. 10-69)

RECEIVED
COUNTY & CITY SECTION
SEP 7 - 1972
ENGR. COOR. DE AE UE
RPE GE RE RPE

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

September 5, 1972

To: Mr. H. S. Cox
County & City Engineer

SUBJECT: Pudding River-Knight's Bridge Road Section
FAS 117
Clackamas County

Attached is a copy of the hydraulics report on the Pudding River and its overflow channels adjacent to Arndt Road. Drainage facilities recommended in the report have been sized on the basis of a 20-year frequency flood, allowing a maximum differential water elevation of one foot between upstream and downstream sides of the highway fill as requested by Clackamas County.

The report contains two basic alternates:

(1) Reconstruction of all facilities between Station 149 and Station 182.

(2) Reconstruction of only those facilities between Station 166 and Station 182.

The County appears most interested in revising drainage facilities on their construction east of the Pudding River and for this reason Alternate 2 has been emphasized in the report. Suggested revisions under Alternate 2 include (a) realignment of the highway between Station 174 and Station 184; (b) construction of a 168-foot overflow structure opposite the old 60-foot wooden bridge; (c) construction of a minimum 120-foot bottom channel change through the bridge; and (d) construction of a 40-foot bottom ditch between Station 170+50 and Station 173+00 to allow unobstructed flow of flood waters from the box culvert to the overflow bridge.

Although this alternate will not completely satisfy the County's one-foot backwater criteria, since an additional 0.6-foot probably will occur at Station 170+50, it is felt that it is a more economical solution than construction of the four separate facilities recommended on page 5 of the report.

If there are any questions on this report please feel free to contact R. L. Lenz in the Hydraulics Unit.

Copy to John McDonagh 9-11-72

Victor D. Wolfe
Location Engineer

SHM:mc

cc E. S. Hunter
R. L. Lenz

PUDDING RIVER

ARNDT ROAD CROSSING

FAS 117

Clackamas County

RECEIVED
COUNTY & CITY SECTION
SEP 7 - 1972
☐ ENGR. ☐ CONR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

PURPOSE

This report summarizes information compiled by the Hydraulics Unit for use in the design of drainage facilities for the Arndt Road crossing of the Pudding River and its flood plain.

HISTORY

Arndt Road west of the Pudding River is the dividing line between Clackamas and Marion Counties with the section east of the Pudding River entirely within Clackamas County. The original facility was constructed at natural ground elevation allowing unobstructed flow of waters across the floodplain during periods of high water.

Annual inundation of the roadway resulted because of the low grade line thus inconveniencing local residents and commuters. Most frequent flooding was the result of backwater from the river channel immediately downstream.

In September, 1969 Clackamas County with the approval of Marion County requested the Highway Division to initiate a survey for improvement of FAS 117 to an "all weather road". This request by the County required a grade revision to an elevation which would allow year-round use of the highway without closure by high water. Construction of the westerly unit was completed by the State's contractor in 1971 with the County partially completing the easterly unit with their forces later in 1971.

On January 21, 1972 a severe flood inundated the floodplain adjacent to Arndt Road, resulting in a backwater of about three feet behind the new County embankment and loss of approximately 100-150 feet of fill on the easterly end of the unit adjacent to the old wooden overflow bridge. In subsequent correspondence the County indicated that the original design based on a 5-year runoff should be changed to provide drainage facilities of sufficient size to handle a 20-year runoff with a maximum differential head of one foot.

ANALYTICAL PROCEDURE

Analysis of the Pudding River and its overflows included all drainage structures from Station 149 to Station 181. Information on major floods consisted of highwater elevations and photographs for the runoffs of January 23, 1970; January 21, 1972 and January 23, 1972. Similar data on lower flows were obtained for runoffs of November 20, 1969; February 9, 1970; January 12, 1972; January 13, 1972 and January 24, 1972. From this information a stage-discharge curve was estimated for the main Pudding River channel at the Arndt Road bridge (Figure I).

Manning's Equation was then used to model flow in the channel. The hydraulic gradient was estimated from highwater elevations at the Aurora gage and the Arndt Road bridge--it was found to vary with discharge as shown in Figure II. Using a typical cross section of the river channel, the gaged flows at Aurora and corresponding hydraulic gradients from Figure II, Manning's Roughness coefficient was estimated for the channel at Arndt Road--it was found to vary with discharge as shown in Figure III.

Extrapolation of the hydraulic gradient curve and Manning's Roughness Curve beyond the limit of bank full discharge (7,700 cfs) enabled an estimation of river flows during periods of high peak run-offs. The difference in gaged flow at Aurora and the estimated channel flow at Arndt Road was assumed to be the total overflow at the new construction between Stations 149 and 181.

Figure IV is a graph showing the return frequency for any given discharge as measured at the Aurora gage. Figure V is a similar graph showing the total overflow discharge at Arndt Road for any given frequency. Inspection of this graph will show that as the frequency increases the total overflow increases at a progressively higher rate.

Concentration points for the overflow currents across Arndt Road were determined by a field study during the January 23, 1970 flood. Although the total overflow during this flood was considerably less than that estimated for a 20-year frequency flood (3,050 cfs versus 8,750 cfs), an assumption was made that the main currents would continue to concentrate at the locations observed during the January 23, 1970 flood. Manning's Equation was used to model the flow at each concentration point for the major floods of recent years.

Table I is a summary of the estimated flows by station for the major floods indicated. From these estimated flows, frequency discharge curves were established for each station and the results summarized in Table II.

PHOTOGRAPHS

Photographs one through thirteen show the extent of inundation during several recent floods. Inspection of these photographs indicates that flooding of adjacent lands downstream from Arndt Road occurs during runoffs having near-annual return frequencies. At these high stages, water backs through the Arndt Road drainage structure, flooding upstream lands adjacent to the highway. Similar backwaters were responsible for annual closure of the old highway which prompted Clackamas County's request for an all-weather road. Following a study of flood photographs, bank full stage was estimated to occur at a gaged flow of 7,700 cfs. This discharge has a return frequency of approximately two years.

20-YEAR DESIGN

Redesign of the overflow drainage to convey a 20-year frequency flood under a maximum head of one foot will require extensive enlargement of the existing facilities which were sized for a five-year frequency flood. Table III is a summary of the existing structures by station and the facilities required for a 20-year flood. Reduction in the size of the suggested culverts or failure to enlarge the existing structures will result in differential heads in excess of the desired one foot for the design flood.

SUGGESTED DESIGN FOR 20-YEAR FLOOD

Enlargement of the drainage facilities west of the Pudding River on the State constructed Airport Road-Pudding River section would

be expensive and Clackamas County officials have indicated that these facilities will probably not be changed. The County appears to be primarily concerned with drainage facilities in the easterly overflow between Stations 164+30 and 182.

Below is a summary from Table III showing by station the individual facilities required for a 20-year design.

Station	Facility
171+00	(Seven barrel) 11'x4' RCBC 65-foot bridge*
174+00	9.5'x4' RCBC
177+00	Dble. 9.5'x4' RCBC
181+00	95-foot bridge (45-foot channel)

* Bridge abutments and bents to be parallel to channel. Embankment on 2:1 side slopes.

An alternate to the construction of four separate structures is shown on the attached plan sheet. This alternate will require about 0.6-foot additional backwater near Station 171+00.

It is cautioned that although the structures in the easterly overflow were sized for a 20-year peak flow, failure to enlarge structures in the westerly overflow could increase the estimated flow across the easterly floodplain. This could produce an additional backwater above the desired one-foot limit.

REDUCTION IN GRADELINE TO ALLOW OVERFLOW

Clackamas County has expressed a desire to lower the roadway gradeline across the easterly overflow to allow inundation of the highway during extreme floods. Lowering the grade would reduce the possibility of high backwaters during floods exceeding a 20-year design; however, the sand embankment would have to be protected on both the upstream and downstream sides to prevent erosion. If the fill is not properly protected, expensive maintenance could result. It is pointed out that flood waters did not inundate the floor of the Culp house (right of Station 176) during the January 21 flood at which time there was about three feet of backwater from the highway fill, nor was it inundated during the December 1964 flood. Therefore, it is felt that lowering the gradeline of the new fill to reduce backwater is not justified if drainage facilities capable of conveying a 20-year flood are installed.

Victor D. Wolfe
Location Engineer

By Richard L. Lenz
Richard L. Lenz
Hydraulics Engineer

SHM:mc

cc E. S. Hunter
H. S. Cox
Victor D. Wolfe

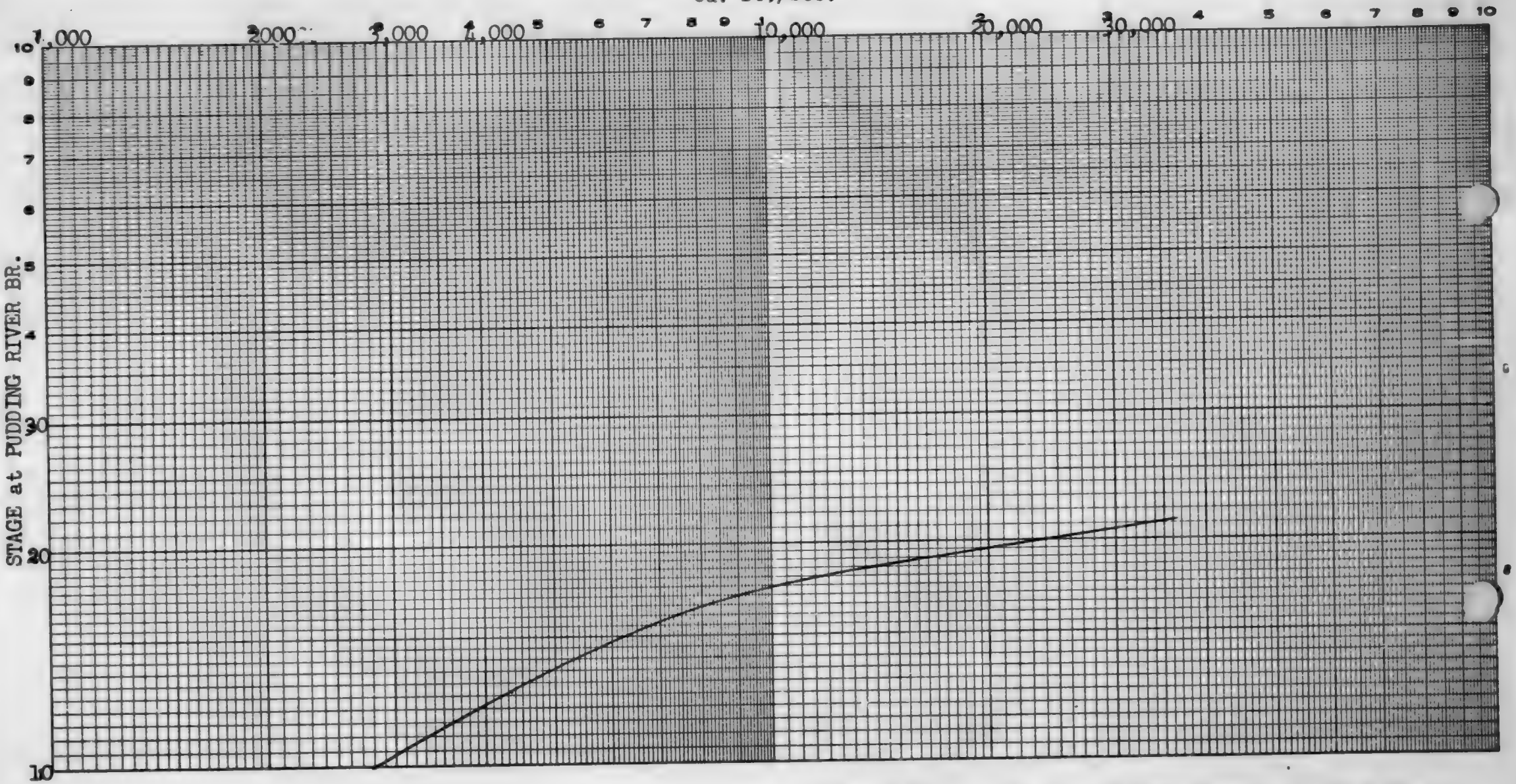
NO. 340-L21 DIETZGEN GRAPH PAPER
LOGARITHMIC
2 CYCLES X 1 CYCLE

EUGENE DIETZGEN CO.
MADE IN U. S. A.

STAGE vs DISCHARGE

ARNDT ROAD CROSSING-FAS 117

GAGED DISCHARGE at AURORA
cu. ft./sec.



Datum for stage at Arndt Road crossing = 72.5 feet

FIGURE I

K&E LOGARITHMIC 2 X 3 CYCLES KEUFFEL & ESSER CO. 46 7320 MADE IN U.S.A.

AVE. HYDRAULIC GRADIENT BETWEEN AURORA and ARNDT RD. vs DISCHARGE

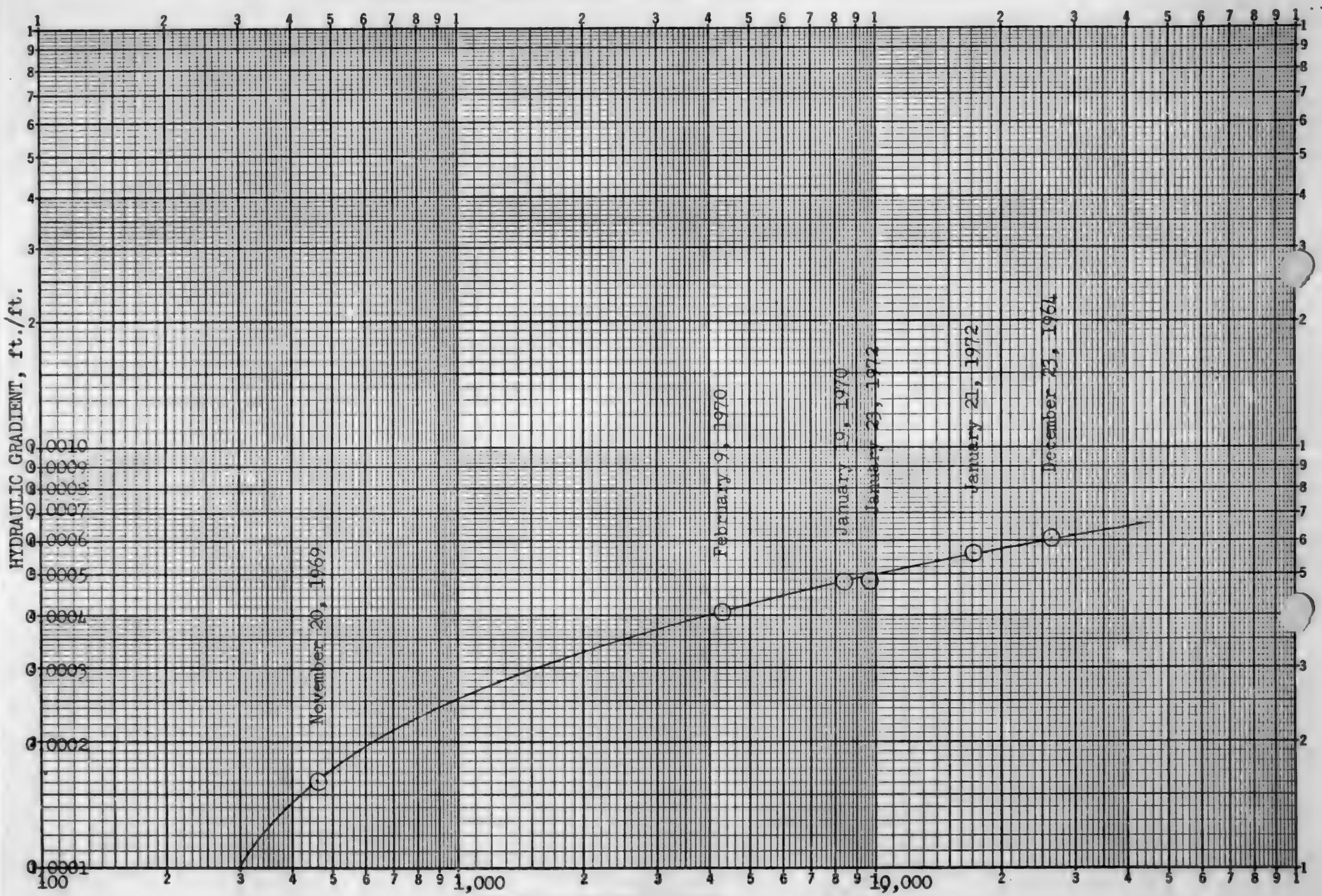
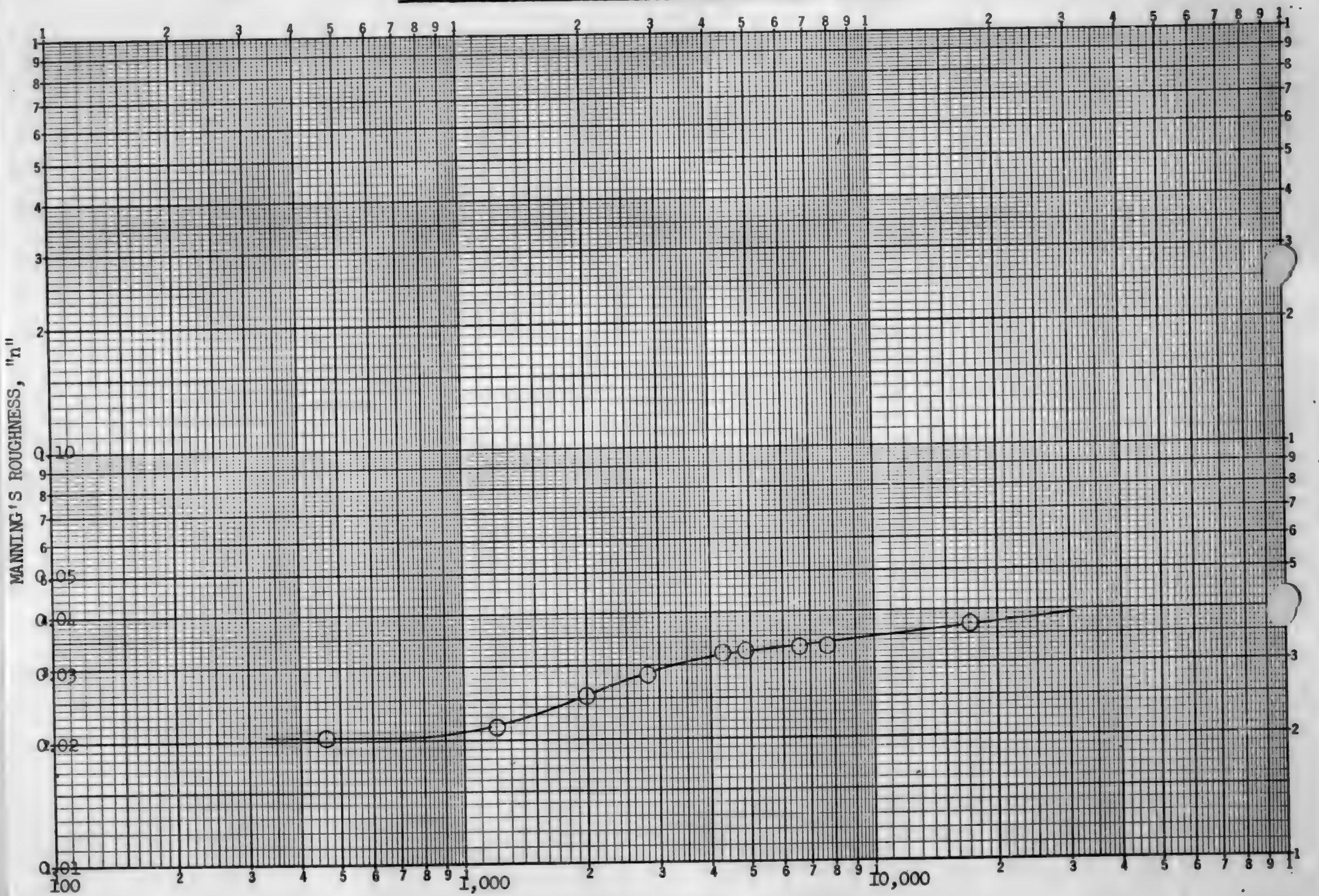


FIGURE II

K•E LOGARITHMIC 2 X 3 CYCLES KEUFFEL & ESSER CO. 46 7320 MADE IN U. S. A.

MANNING'S ROUGHNESS COEF. vs DISCHARGE at AURORA



GAGED DISCHARGE at AURORA, cu. ft./sec.

FIGURE III

K&E PROBABILITY SCALE 359-23
X 90 DIVISIONS
KEUFFEL & ESSER CO. MADE IN U.S.A.

RETURN FREQUENCY vs DISCHARGE
PUDDING RIVER at AURORA

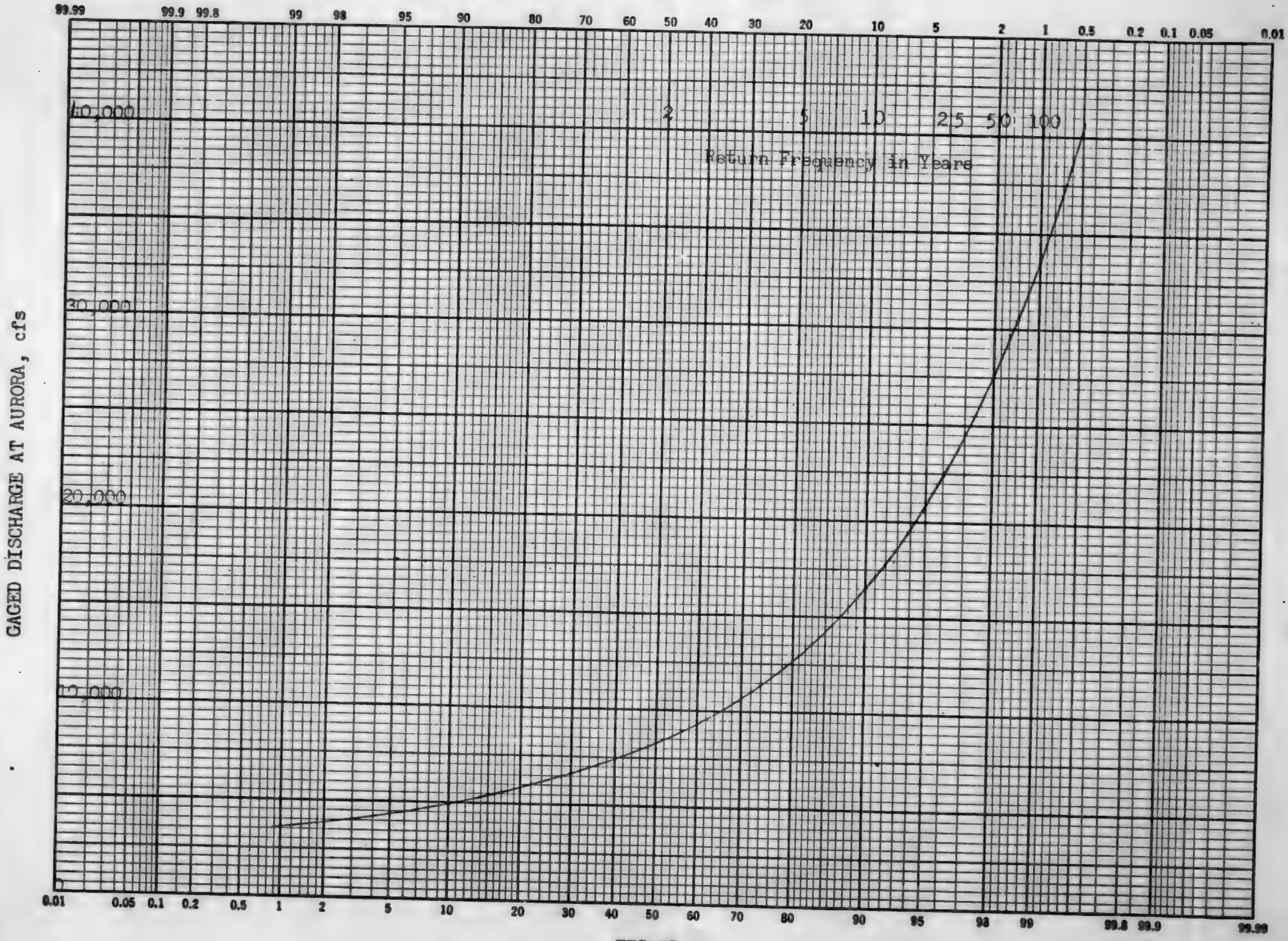


FIGURE IV

K+E PROBABILITY SCALE 359-23
X 90 DIVISIONS
KEUFFEL & ESSER CO. MADE IN U.S.A.

RETURN FREQUENCY vs DISCHARGE

Total Overflow at Arndt Road

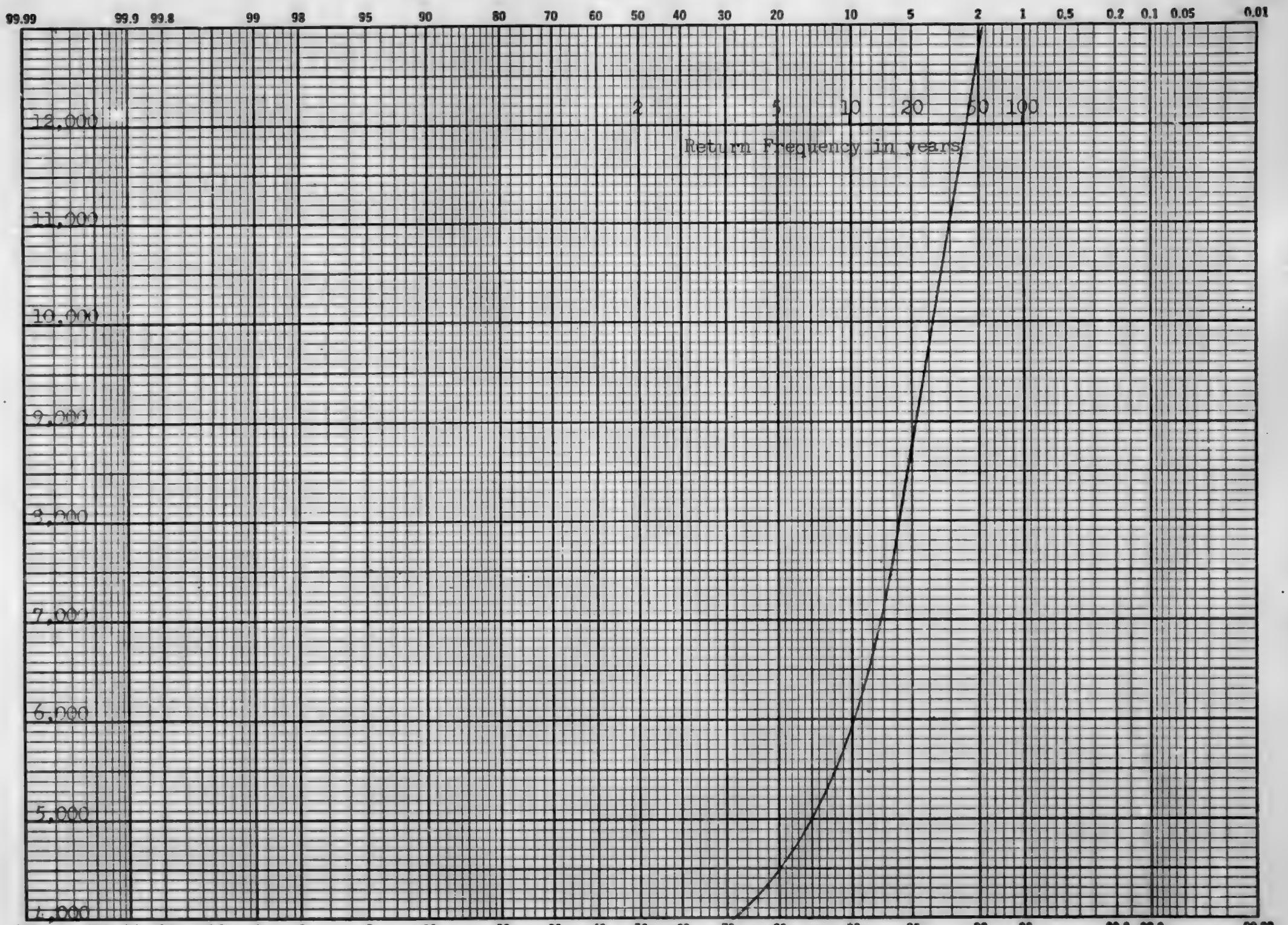


FIGURE V

TABLE I

PUDDING RIVER
at
ARNDT ROAD

Discharge Estimates by Station

Station	Jan.23, 1972	Jan.23, 1970	(Noon) Jan.21, 1972	(Peak) Jan.21, 1972
149+50	156	250	362	450
153+50	705	960	1,360	1,720
157+75	26	42	78	101
159+10	68	108	165	215
Pudding River	8,600	9,800	10,900	12,000
170+50	230	353	950	1,570
174+00		10	174	225
177+00		15	350	450
Bridge @ 181+00	____	1,310	3,000	3,500
Total Flow	9,785	12,848	17,339	20,231
Gaged Flow at Aurora	9,700	12,850	17,100	20,500
Difference between est. and gaged	+85 cfs	-2 cfs	+239 cfs	-269 cfs

TABLE II

PUDDING RIVER
at
ARNDT ROAD

Discharge Estimates by Station

Station	5-year	10-year	15-year	20-year
149+50	250	345	415	480
153+50	960	1,290	1,580	1,820
157+75	42	71	93	110
159+10	108	156	198	234
Pudding River	9,800	10,950	11,650	12,100
170+50	350	825	1,320	1,800
174+50	10	160	210	232
177+00	15	320	420	465
Bridge @ 181+00	1,310	2,820	3,220	3,610
Total Flow	12,845	16,937	19,106	20,851
Gaged Flow at Aurora	12,856	16,646	19,200	21,000
Difference between est. and gaged	-11 cfs	+291 cfs	-94 cfs	-149 cfs

TABLE III

Existing Facilities

Required Facilities (20-year Frequency Flood)

Maximum Allowable Backwater=1.0 foot

Station	Existing Facilities	Required Facilities
149+50	72" cmp	Two 7'x6' RCBC
153+50	12'x8' RCBC	Four 9'x8' RCBC
157+75	36" cmp	7.0'x5.1' ARCH
159+12	54" cmp	6'x6' RCBC
171+00	12'x4' RCBC	Seven11'x4'RCBC or 65-foot bridge*
174+00	72"x44" ATCMP	9.5'x4' RCBC
177+00	(2)72"x44" ATCMP	Two 9.5'x4' RCBC
181+00	60-foot bridge	95-foot bridge (45-foot channel 2:1 s.s)

*Bridge abutments and bents are to be parallel to channel - embankment on 2:1 side slopes

PHOTOGRAPH NO 1. Outlet to 12'x 8' RCBC - Station 153+50

Date: January 12, 1972
Discharge at Aurora--4,950 cfs
Estimated Highwater At Pudding R. Br.-- 86.0 Feet
Flood Frequency-- 1.11 years
No flow through culvert-outlet partially submerged

PHOTOGRAPH NO. 2. Right river bank at Pat's Acres immediately downstream from river bridge.

Date: January 12, 1972
Discharge at Aurora-- 4,950 cfs
Estimated Highwater at Pudding River Bridge-- 86.0 feet
Flood Frequency-- 1.11 years

PHOTOGRAPH NO. 3 Looking south toward fill and drainage structures installed by Clackamas County-- no water in overflow area.

Date: January 12, 1972
Discharge at Aurora - 4,950 cfs
Estimated Highwater at Pudding River Br. - 86.0 feet
Flood Frequency - 1.11 years

PHOTOGRAPH NO. 4 Looking northeast toward new highway fill. Water backed through all culverts on both sides of river (no flow through culverts).

Date: January 13, 1972
Discharge at Aurora - 6,600 cfs
Estimated highwater at Pudding River Br. - 87.8 feet
Flood Frequency - 1.41 years

PHOTOGRAPH NO. 5 Looking northeast toward new highway fill. Water backed through all overflow culverts- no apparent flow through larger structures.
Pat's Acres development 80% inundated by flood waters from river.

Date: January 24, 1972
Discharge at Aurora - 7,700 cfs
Estimated highwater at Pudding River Br. - 88.7 feet
Flood Frequency - 1.75 years.

Note: This stage was chosen as the stage at which water just begins to flow through drainage structures. (bankfull stage)

PHOTOGRAPH NO. 6. Outlet to 12'x 8' RCBC - Station 153+50

Date: January 23, 1972
Discharge at Aurora - 9,700 cfs
Estimated Highwater at Pudding River Br. - 89.95 feet
Flood Frequency - 2.7 years

Water passing through culvert from upstream

PHOTOGRAPH NO. 7. Outlet to 12'x 4' RCBC - Station 170+50

Date: January 23, 1972
Discharge at Aurora 9,700 cfs
Estimated Highwater at Pudding River Br. - 89.95 feet
Flood Frequency - 2.7 years

Water passing through box with no visible signs of flow through other drainage facilities to the east.

PHOTOGRAPH NO.10 Cat in upstream from Pudding River bridge on right bank.

Date: January 21, 1972 (12:00 noon)
Discharge at Aurora - 17,100 cfs
Highwater elevation at Pudding River Br. - 91.44 feet

PHOTOGRAPH NO. 11 Looking toward race track on Pat's Acres from river bridge. Trees are along river bank.

Date: January 21, 1972 (12:00 noon)
Discharge at Aurora - 17,100 cfs
Estimated Highwater at Pudding River Br. 91.44 feet
Flood Frequency - 11.1 years

PHOTOGRAPH NO. 8. Outlet to 12'x 8' RCBC at Station 153+50

Date: January 21, 1972 (12:00 noon)
Discharge at Aurora - 17,100 cfs
Estimated Highwater El. at Pat's Acres - 91.44 feet
Flood Frequency - 11.1 years

PHOTOGRAPH NO. 9 Summer cabin upstream from river bridge on left bank-- Station 163 + 00

Date: January 21, 1972 (12:00 noon)
Discharge at Aurora - 17,100 cfs
Highwater Elev. at Pudding River Br. 91.44 feet

PHOTOGRAPH NO.10 Cat in upstream from Pudding River bridge on right bank.

Date: January 21, 1972 (12:00 noon)
Discharge at Aurora - 17,100 cfs
Highwater elevation at Pudding River Br. - 91.44 feet

PHOTOGRAPH NO. 11 Looking toward race track on Pat's Acres from river bridge. Trees are along river bank.

Date: January 21, 1972 (12:00 noon)
Discharge at Aurora - 17,100 cfs
Estimated Highwater at Pudding River Br. 91.44 feet
Flood Frequency - 11.1 years

PHOTOGRAPH NO. 12 Looking east along Clackamas County's fill on downstream side.

Date: January 21, 1972 (12:00 noon)
Discharge at Aurora - 17,100 cfs
Estimated Highwater at Pudding River Bridge - 91.44 feet
Flood Frequency - 11.1 years

PHOTOGRAPH NO. 13 Outlet to 12'x 4' RCBC - Station 170+50

Date: January 21, 1972 (12:00 noon)
Discharge at Aurora 17,100 cfs
Estimated highwater at Pudding River Br. - 91.44 feet
Flood Frequency - 11.1 years

FAS 117-ER
Marion Co
(+ Clack Co)

Flood damage
Complaint -
Arndt Rd

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 13, 1972

The Honorable Henry C. Hattson, Chairman
Marion County Board of Commissioners
Courthouse
Salem, Oregon 97301

Dear Mr. Hattson:

In response to your April 26 letter pertaining to bank erosion on the Vernon H. Johnson property adjacent to County Road No. 428, our Hydraulics Unit has reviewed the problem and has formulated their findings in a report. This report, together with an informational memorandum written after the corridor-design hearing of April 7, 1970 on the Airstrip Road-Pudding River Bridge Section, is attached for your review.

The Highway Division does not feel that it can accept any responsibility for damage to river property adjacent to this project. As stated in the hydraulics report of May 22, 1972, severe erosion of the subject bank was observed prior to construction activities. The highway was not designed to prevent free movement of the river channel by natural erosion processes.

Testimony presented at the public hearing verified information which our engineers had compiled on the 1964 flood. During an informal session after the hearing, the drainage design was explained to the local residents and county officials, two of whom were from Marion County. It was pointed out that for economic reasons the design was based on data from a flood less severe than the 1964 highwater. This brought objections from several residents who felt the design flood should be greater. Mr. McIntyre, Director of Public Works for Clackamas County, eased their objections by stating that the County was legally liable for flood damage incurred by this drainage design.

RECEIVED
COUNTY & CITY SECTION
JUN 14 1972
ENGR. COOR. CE RE UE
WRE CE RE RPE

On April 20, 1970, approximately two weeks after the public hearing, the Clackamas County Board of Commissioners wrote a formal letter of acceptance stating: "This Board has reviewed all testimony presented at this hearing along with written comments which were submitted to the County within 10 days after the hearing and feels that Mr. Stratton's design is acceptable in its entirety."

Marion County officials had adequate time after the public hearing to voice their objections to the design and to request that the drainage be reviewed to their satisfaction. Since we have not heard from the County, we assume it has accepted the design.

Flooding in this area is almost an annual occurrence. Larger drainage structures would not prevent inundation of property and buildings during unusual floods; however, if Marion County now feels that the present facilities are not adequate, then the drainage will be reviewed and new installation suggested for their approval.

Sincerely,

George M. Baldwin
Administrator of Highways

Attach.

cc Tom Edwards
F. B. Klaboe
E. S. Hunter
Victor D. Wolfe
H. S. Cox
J. B. Boyd

SHM:mc fn

...RSON, P.E.
PUBLIC WORKS
...Y ENGINEER

DEPARTMENT OF PUBLIC WORKS
COUNTY OF MARION
COURTHOUSE
SALEM, OREGON 97301
(503) 364-4401, EXT. 53

THEODORE KUENZI
ASST. DIR. OF PUBLIC WORKS
AND ASST. COUNTY ENGINEER

GLENN ROBERTSON
HIGHWAY SUPERINTENDENT

HARVEY THURLWELL
RIGHT-OF-WAY AGENT

JERRY CONNOR
SOLID WASTE MANAGER

ILA F. McCALLUM
ADMINISTRATIVE ASSISTANT

April 26, 1972

Mr. George Baldwin, Administrator
Oregon State Highway Commission
State Highway Bldg.
Salem, Oregon 97310

Dear Mr. Baldwin:

We would respectfully request your office to undertake an investigation showing recent improvement to County Road No. 428 as designed and financed under federal projects.

Our representatives attended a public hearing on this matter and we felt adequate evidence was given to alert designers of potential flood damage to the proposed road. We, in Marion County, have found ourselves faced with claims for damages resulting from last winters flooding and we feel we have had no part in this program except to finance our portion of it.

The testimony at the Public Hearing was apparently ignored and property owners knew more about potential flood damage than did the engineers. We ask specific investigation of this phase of the project and a review of the entire design to see if something additional needs to be done to prevent future flooding of a similar nature. We are willing to assume our responsibility, but we feel the State Highway Department should assume their responsibility, particularly in the fact they did the design; the County did not.

Mr. & Mrs. V. M. Johnson have submitted a claim for damages involving the loss of approximately 25 feet of their land, together with trees and shrubs surrounding their cabin. They are entitled to compensation for reasonable damages; however, we do not feel Marion County should be solely accountable. A copy of Mrs. V. M. Johnson's testimony and pictures indicating the damage are enclosed herewith.

RECEIVED
MAY 8 1972
LOCATION SECTION

Very truly yours,

BOARD OF COUNTY COMMISSIONERS
FOR MARION COUNTY, OREGON

Jerry B. Mattson
Chairman

David Cawthorne
Commissioner

Terry Carson Jr.
Commissioner

Noted
Gary L. Ross

RECEIVED
MAY 1 1972
OFFICE OF
STATE HIGHWAY ENGINEER

JAA:ja
Enclosures
cc: Clackamas County
Mr. & Mrs. Johnson

NOTED
DON HA...

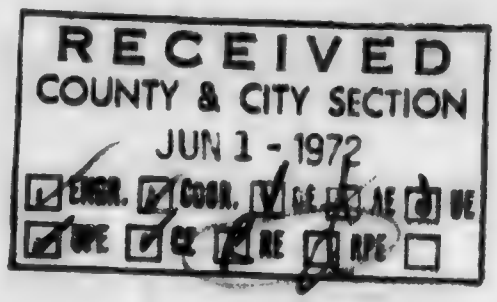
fas 117

COUNTY OF CLACKAMAS
DEPARTMENT OF PUBLIC WORKS

902 ABERNETHY ROAD, OREGON CITY, ORE. 97045

JOHN C. McINTYRE, Director Phone 655-3311, Ext. 281

May 31, 1972



Mr. Harold Reynoldson
City-County Division
State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Reynoldson:

RE: FAS 117 - Pudding River Bridge to Knights' Bridge Road Section

On February 24, 1972 I wrote you concerning the State's re-evaluating the opening requirements to pass surface water on the road fill that had been constructed by the County from the Pudding River Bridge-Knights' Bridge Road. It was my understanding that Mr. Dick Lentz from the hydraulic section of the Oregon State Highway Department was evaluating data and would be making some comments regarding the advisability or practicality of increasing the openings across this road fill section. In particular, I thought there was a strong possibility that consideration should be given to increasing the span of the wooden bridge on this section of road from its present 100 feet to 200 feet. However, to date I have received no response from the State relative to this request. As you can imagine, with good weather conditions, the County is being requested by motorists to upgrade this facility to a paved standard. We are, of course, reluctant to do this until we are reasonably satisfied that backwater conditions experienced in 1972 would not be a common occurrence.

I will appreciate it very much if you can talk to the appropriate person and get some response for me relative to drainage way requirements.

Very truly yours,

John C. McIntyre
Director of Public Works

By Winston W. Kurth

Winston W. Kurth
Deputy Public Works Director

Copy to:- Dick Lentz

WWK/mak

file FAS 117, Clack Co

JOHN A. ANDERSON, P.E.
DIRECTOR OF PUBLIC WORKS
AND COUNTY ENGINEER

DEPARTMENT OF PUBLIC WORKS
COUNTY OF MARION
COURTHOUSE
SALEM, OREGON 97301
(503) 364-4401, EXT. 53

THEODORE KUENZI
ASST. DIR. OF PUBLIC WORKS
AND ASST. COUNTY ENGINEER

GLENN ROBERTSON
HIGHWAY SUPERINTENDENT

HARVEY THURLWELL
RIGHT-OF-WAY AGENT

JERRY CONNOR
SOLID WASTE MANAGER

ILA F. McCALLUM
ADMINISTRATIVE ASSISTANT

ie X reg'd Marion Co

March 20, 1972

RECEIVED
COUNTY & CITY SECTION
MAR 23 1972
ENGR. COOR. CE RE UE
UPE CE RE RPE

RECEIVED
RIGHT OF WAY

Mr. James C. Wiggins
3841 SW Kanan Dr.
Portland, Oregon 97221

Dear Mr. Wiggins:

Receipt of the Release is hereby acknowledged.

Enclosed herewith please find Marion County Warrant No. 326777, payable to James C. & Pauline L. Wiggins, in the amount of $650.00.

Very truly yours,

John A. Anderson
Director of Public Works

Harvey Thurlwell
Right of Way Agent
Marion County

ja
Enclosure
cc: Board of Commissioners
State Highway Dept.
Clackamas County

RECEIVED
MAR 22 1972
OREGON
STATE HIGHWAY COMMISSION

MARION COUNTY FUND CLAIM

INVOICE NO.	P.O. NUMBER	DATE	AMOUNT
R/W		2-29-72	$650.00
T O T A L			$650.00

Attached is Warrant in Full Payment of Above Claim

MARION COUNTY *WARRANT*
Salem, Oregon

96-2
1232

OUT OF FUND NO. 12

DATE 3-08-72

BY ORDER OF THE COUNTY BOARD OF COMMISSIONERS
TO THE COUNTY TREASURER, MARION COUNTY

******650 DOLLARS AND 00 CENTS

AMOUNT
$******650.00

PAY TO THE ORDER OF WIGGINS, JAMES C & PAULINE L

COUNTY CLERK

The First National Bank of Oregon • Salem Branch • Salem

⑆1232⑈000 2⑆ 0 65064 ⑈

RECEIVED
MAR 20 1972
MARION COUNTY ENGINEER

RELEASE

WHEREAS, Marion County has recently improved County Road No. 428 in North Marion County, including the acquisition of additional right of way and grade changes; and

WHEREAS, said road improvement included modification of the channel of the Pudding River; and

WHEREAS, the undersigned James C. and Pauline L. Wiggins own certain property in the vicinity of said road improvement and the Pudding River in Section 6, Township 4 South, Range 1 East of the Willamette Meridian, said property being identified as tax account #21414-1; and

WHEREAS, the Pudding River channel modifications affected the property of the undersigned to the extent it required moving the cabin on said premises approximately 40 feet from the river bank and raising its height to six feet above ground level at a cost of $650.00, including foundation and, whereas, Marion County has agreed to reimburse the undersigned for said expenses as consideration for this release, NOW, THEREFORE,

For and in consideration of the sum of $650.00 as full consideration, the undersigned James C. and Pauline L. Wiggins hereby agree to accept said sum as full compensation and payment for any and all damages to their property hereinabove referred to by reason of the improvement of County Road No. 428 and any resulting modifications to the channel of the Pudding River or other incidental effects; the undersigned further releases Marion County from any and all further responsibility or claim by reason of the aforesaid circumstances.

IN WITNESS WHEREOF, we have caused these presents to be executed this 17 day of March, 1972.

James C. Wiggins

Pauline L. Wiggins

FAS 117 -

JOHN A. ANDERSON, P.E.
DIRECTOR OF PUBLIC WORKS
AND COUNTY ENGINEER

DEPARTMENT OF PUBLIC WORKS
COUNTY OF MARION
COURTHOUSE
SALEM, OREGON 97301
(503) 364-4401, EXT. 53

THEODORE KUENZI
ASST. DIR. OF PUBLIC WORKS
AND ASST. COUNTY ENGINEER

GLENN ROBERTSON
HIGHWAY SUPERINTENDENT

HARVEY THURLWELL
RIGHT-OF-WAY AGENT

JERRY CONNOR
SOLID WASTE MANAGER

ILA F. McCALLUM
ADMINISTRATIVE ASSISTANT

March 8, 1972

Mr. James C. Wiggins
3841 SW Kanan Drive
Portland, Oregon

Dear Mr. Wiggins:

Find enclosed herewith a release pertaining to the reimbursement of the cost of moving your cabin on County Road No. 428 (Arndt Road), in Marion County, Oregon.

Please execute the original copy of the release and return to this office. The release is necessary to be attached to the voucher to secure a warrant in the amount of $650.00, which will be issued April 10, 1972.

Very truly yours,

John A. Anderson
Director of Public Works

Harvey Thurlwell

Harvey Thurlwell
Right of Way Agent
Marion County

RECEIVED
COUNTY & CITY SECTION
MAR 10 1972
ENGR. ☐ ASSOR. ☐ CE ☑ AE ☑ UE ☑
RPE ☑ OE ☑ RE ☑ RPE ☐

ja
Enclosure
cc: Board of Commissioners
State Highway Dept.
Clackamas County

RECEIVED
MAR 10 1972
OREGON
STATE HIGHWAY COMMISSION

February 29, 1972

RECEIVED
MAR 1 1972
MARION COUNTY ENGINEER

Department of Public Works
County of Marion
Courthouse
Salem, Oregon

Attention: Mr. Harvey Thurlwell, Right-of-Way Agent

Dear Mr. Thurlwell:

Per your request, I am submitting to you, for reimbursement, the actual cash I have paid out to move and raise my cabin on Pudding River, in Marion County.

Cost of moving cabin approximately forty feet away from river bank and raising to a height of six foot above ground level. $450.00

Cost of constructing foundation to the six foot heighth. $200.00

The moving job and foundation work was completed February 24th, 1972 by Don Fulmore, Milwaukie, Oregon. I paid him the $650.00 upon completion of the job.

With kindest personal regards.

Respectfully,

James C. Wiggins

JAMES C. WIGGINS
3841 S.W. Kanan Drive
Portland, Oregon
Phone: 246-5390

RECEIVED
FEB 2 - 1972
FOR FILING

S-573(1)
7493

February 3, 1972

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On January 26, 1972, we wrote to you concerning release of final payment on Contract No. 7493 awarded to O and K Construction Company for work on Firstrip Road-Pudding River Bridge on FAS 117 in Clackamas and Marion Counties.

Final payment on this contract is $19,179.78 and the total contract amount is $306,568.87 including $5,168.69 for work performed under force account.

Very truly yours,

Floyd Cassy, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc O and K Construction Co.
720 E. I. 212nd
Gresham, Oregon 97030

Frank Morgan
Walt Hart
V. E. Skoog
Attn: John Herr
J. B. Boyd

RECEIVED
JAN 27 1972
FOR FILING

S-573(1)
7493

January 26, 1972

United Pacific Insurance Co.
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7493 awarded to O and K Construction Company for work on the Airstrip Road-Pudding River Bridge Section of FAS 117 in Clackamas and Marion Counties was completed on October 28, 1971, and accepted by the Highway Commission on January 25, 1972.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before January 31, 1972.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

Kbm

cc O and K Construction Co.
720 N. E. 242nd
Gresham, Oregon 97030

Frank Morgan
Walt Hart
V. E. Skoog
Attn: John Herr
J. B. Boyd

RECEIVED
JAN 26 1972
FOR FILING

S-573(1)
7493

January 25, 1972

Oregon State Highway Commission

Gentlemen:

Work was completed October 28, 1971 on Contract No. 7493, The contract was with O & K Construction Co. and was for grading and paving on the Airstrip Road - Pudding River Bridge Section of the FAS 117 Highway in Clackamas and Marion Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 25, 1972, and that you concur in this procedure at the Commission meeting on February 22.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

George H. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klabee
A. E. Johnson
E. S. Hunter
R. L. Schroeder
Gary Ross
G. L. Sund
L. H. Young
F. D. Morgan
M. J. Hart
V. E. Skoog
H. S. Cox
J. B. Boyd

VG:alc

RECEIVED
FEB 15 1972

FOR FILING

S-573(1)

7493

4l
1-11-72

#1

January 13, 1972

O & K Construction Company
720 N. E. Saind
Cranham, Oregon 97030

Gentlemen:

The State Highway Commission at its meeting on January 11, 1972, considered your second request for an extension of time on Contract No. 7493 for work on the Airport Road-Pudding River Bridge Section of FAS 117 in Clackamas and Marion Counties.

The Commission granted you an extension of 26 days thereby eliminating all liquidated damages.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

bc F. D. Morgan
V. E. Skoog
J. B. Boyd
Arthur Duffy

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 14, 1971

SUBJECT: Airstrip Road-Pudding River Section
Contract No. 7493
Request for Time Extension

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
B U I L D I NG

O and K Construction Company has made a second request for time extension citing weather (which was the subject of the first request) and extra grading and culvert work added relatively late in the project. I believe the first request, which resulted in a 56-day extension at the June 22 Commission meeting, very fairly recognized the high water and grading problems related to the weather early in the project. This request granted all the time charged this spring up to April 26. The contractor's new request cites many days prior to that date and adds some new ones. We recommend nothing further on that reason.

The two late events cited do justify some extension. Some significant late dates are:

Excavation as originally staked complete	August 2, 1971
P.A. No. 2 for 900 feet of added 24-inch culvert dated	August 24, 1971
Time as extended expired	October 3, 1971
Paving started	October 8, 1971
Project complete	October 28, 1971

25-1/2 days liquidated damages at $100 per days = $2,550

In order to complete the necessary embankments, it was necessary to widen in the main cut bringing down a new sliver cut. This required some added clearing and re-pioneering (for which we are paying extra) but was done in prime time in August.

Although not mentioned by either the contractor or the field reports, I find there is about a 4002 cubic yard overrun of the excavation quantity (3 percent) which is significant on a job this size and under the circumstances that it was done. The late drainage was added at the request of Clackamas County and was performed concurrent with other work, mostly surfacing. I would agree that it was a delaying factor, though probably not day for day.

Here again, I find there is a 2,200 ton overrun in surfacing (12per-cent) which in itself justifies some time extension.

With these two key quantity overruns and the two significant late additions both occurring in the last quarter of the job time, we are in a poor position to assess any liquidated damages. We therefore recommend a 26-day extension which will delete all liquidated damages.

I further note that the last three days charged against the contract time were really not necessary. They were merely awaiting a final inspection tour and no work was being done.

This was a Federal-aid Secondary project and specific concurrence by the Federal Highway Administration is not required. A rough draft letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By
John A. Bond
Construction Administration Engineer

JAB:fw
Enc.
cc V. L. Gallagher

RECEIVED
DEC 14 1971
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7493 Contractor O & K Construction Co.

Highway F A 3 117

Section Airstrip Road - Pudding River Bridge

Kind of Work Grading and paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

Borrow and a storm drain was added involving 18 work days or 25 1/2 calendar work days. Weather and moisture conditions are not a basis.

Recommend 26-day extension because of late added work and excavation and surfacing overruns.

Recommended for Approval:

Reg. ~~Resident~~ Engineer
Const.

Construction Engineer or ~~Bridge Engineer~~

State Highway Engineer

Contract No.	7493
Project designation	Federal S-573 (1)
Date awarded	State-Federal November 12, 1970
Work started	December 1, 1970
Per cent completed	100 %
No. of Workdays Allowed	Calendar Date 216
No. of Workdays Used	Calendar 241
No. of Added Workdays Requested	Calendar 25

B—830 (Rev.)—6M—10-67

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date November 1, 19 71

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 216 days to 241 days, within which to complete our Contract No. 7 493, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Respectfully submitted,

D & K Construction Co
Contractor

By Donald G Osborn

CONSENT OF SURETY

Date November 5, 19 71

We, UNITED PACIFIC INSURANCE COMPANY

, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Roger B Chamberlain
Attorney-in-fact

(SEAL)

Roger Davidson
Resident Agent

Gresham Insurance, Inc.

WM. KNIEFEL, JR., PRES.
665-4038

MEMBERS OF

D. G. OSBURN, SEC. & TREAS.
CORBETT: 375-2307

O AND K CONSTRUCTION CO.

General Construction

TELEPHONE 665-2515
720 N. E. 242ND AVENUE
GRESHAM, OREGON 97080

November 2, 1971

There wasn't time during the entire job that we weren't held up due to the material being too wet. We plowed the cuts and fills, disced them and agrated them in every way that we could. Whenever it looked like rain we smoothed these areas out and graded them so they would drain. The fill material was put in place as it dried just as fast as the engineer would let us and sometimes a little faster. We kepta crew and a large plant of equipment on the job at all times but due to the moistrue in the material and the wet weather we were unable to use a full fleet of equipment. We had scrapers sitting idle all summer. At the last of the job it was slowed down because we had to get extra borrow outside of the original cuts. This work consisted of taking a long sliver of material, one scraper wide, off of the slope. This slowed our normal production down at least one-half. Also near the end of the job there was 800 feet of 24" culvert pipe and manholes placed extra, consuming more time.

Listed are the days we were unable to work due to the unusual amount of rain.

3/ 1/71 to 3/ 6/71	6 days	Rain	Material too wet to work
3/ 7/71 to 3/13/71	7 days	Rain	" " " " "
3/14/71 to 3/20/71	7 days	Rain	" " " " "
3/21/71 to 3/27/71	7 days	Rain	" " " " "
3/28/71 to 4/ 3/71	7 days	Rain	" " " " "
4/ 4/71 to 4/10/71	7 days	Rain	" " " " "
4/11/71 to 4/17/71	7 days	Rain	" " " " "
4/18/71 to 4/24/71	7 days	Rain	" " " " "
4/25/71 to 5/ 1/71			Aerated the Material
5/ 2/71 to 5/ 8/71	3 days	Rain	" " "
5/ 9/71 to 5/15/71	3 days	Rain	" " "
5/16/71 to 5/ 22/71	5 days	Rain	" " "
5/23/71 to 5/ 29/71	5 days	Rain	" " "
5/30/71 to 6/ 5/71	7 days	Rain	
6/ 6/71 to 6/12/71	2 days	Rain	Aerated the Material
6/13/71 to 6/19/71	2 days	Rain	" " "
6/20/71 to 6/26/71		Good	
6/27/71 to 7/ 3/71			Too wet for scrapers
7/ 4/71 to 7/10/71	2 days		" " " "

Not too much loss of time due to wet material and rain from this time on.

Days lost to conditions beyond our control	84
Extension days granted us by the State	56
Days lost but not compensated for	25

When consideration has been given for the extra work specified in the above letter we feel that we would have completed the job plus the extra work in the specified number of days in the contract if the weather had been normal

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DEC 20 1971
FOR FILING

5-573(1)
7493

December 17, 1971

Oregon State Highway Commission

Request for Extension of Time
No. 1
January 11, 1972 meeting

Gentlemen:

O and K Construction Company, contractor on the Airstrip Road--Pudding River grading and paving project on FAS 117 in Clackamas and Marion Counties, Contract No. 7493, has made a second request for extension of time, citing weather and extra grading and culvert work added relatively late in the project. At the June 22 Commission meeting, you granted a 56-day extension on this project. The project was completed October 28, 1971 with 25 1/2 days liquidated damages assessed for $2,550.

No additional time is justified because of weather. This was fairly adjusted in the first extension. In order to complete the necessary embankments, it was necessary to widen in the main cut bringing down a new slope. This required some added clearing and replanneering which was done in prime time in August. Although not mentioned by the contractor, there was a three percent overrun in the excavation quantity and a twelve percent overrun in the surfacing quantities. The drainage work was added at the request of Clackamas County and was a late item with a delaying effect on the overall project completion.

I recommend extension of 26 days. This will delete all liquidated damages. This was a Federal-aid Secondary project and specific concurrence of the Federal Highway Administration is not required.

This matter will be on the agenda for your consideration at the January 11 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

JAB:fw kw

cc: Floyd Query, Tom Edwards, A. E. Johnson, Gary L. Sund, F. D. Morgan, L. H. Young, V. E. Skoog, J. B. Boyd

COUNTY OF CLACKAMAS
DEPARTMENT OF PUBLIC WORKS

902 ABERNETHY ROAD, OREGON CITY, ORE. 97045

JOHN C. McINTYRE, Director Phone 655-3311, Ext. 281

December 2, 1971

Mr. Art Duffy, Resident Engineer
Oregon State Highway Department
P. O. Box 30
Salem, Oregon 97310

Re: ARNDT ROAD, AIRSTRIP ROAD TO PUDDING RIVER SECTION
F.A.S. #117, CONTRACT NO. 7493

Dear Mr. Duffy:

Subject project has been completed in conformance with the plans and specifications which were previously approved by Clackamas County. You may consider this completed project accepted by Clackamas County.

Also enclosed for your information, is data relating to the centerline striping and signing that has been completed by the County. This completes all of the work that was agreed to have been accomplished by the County and to my knowledge, should close the file on subject project.

Very truly yours,

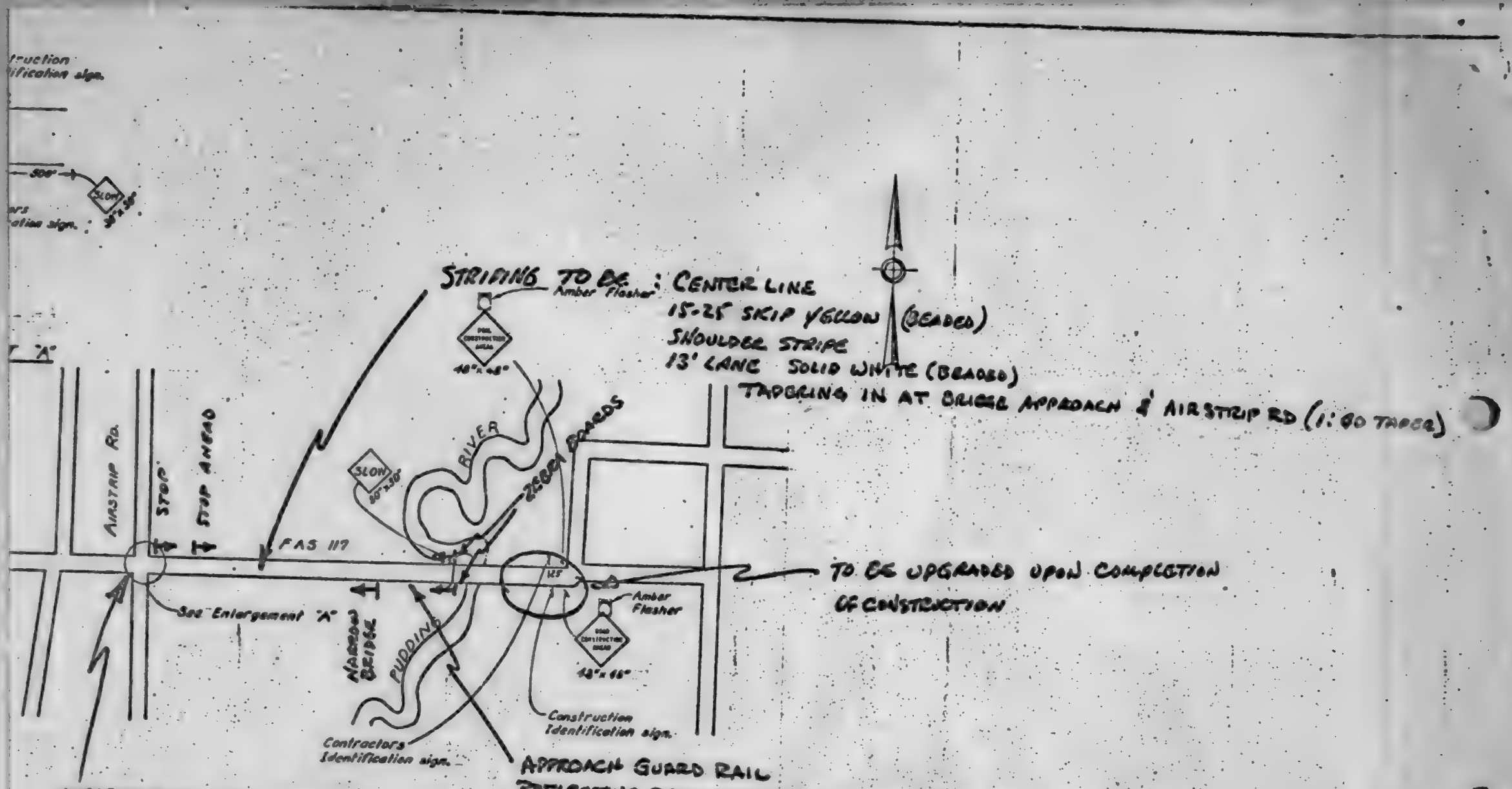
John C. McIntyre
Director of Public Works

By Winston W. Kurth

Winston W. Kurth
Deputy Public Works Director

WWK:hb

Encls.



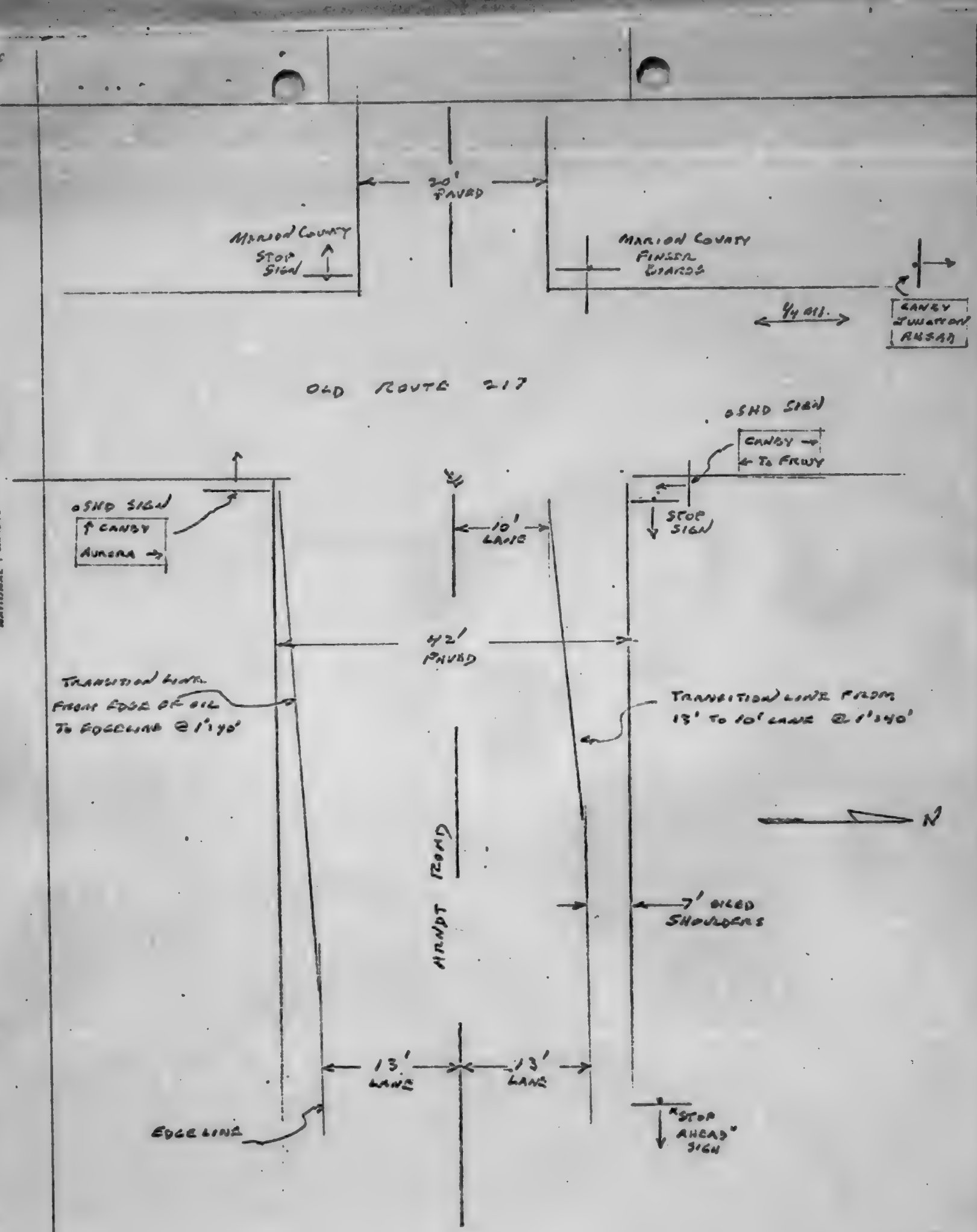
CLACKAMAS COUNTY

SIGNING & STRIPING PLAN

FOR

ARNDT ROAD

Ref. 11-8-91



INTERSECTION OF AIRPORT RD (MR27, OLD #217)

&

ARNDT RD IMPROVEMENT

"NARROW BRIDGE" SIGN

40' PAVED

15' LANE

13' LANE

7' PAVED SHOULDERS

TRANSITION LANE FROM ROADLINE TO BRIDGE @ 1':40'

TRANSITION LANE FROM BRIDGE @ 1':40'

GUARDRAIL WINGS @ 45°

GUARDRAIL SPOT DELINEATORS EVERY 3 SECTIONS BOTH SIDES

N

10 SECTIONS GUARDRAIL

ZEBRA DELINEATOR 6"X12" 1 EACH SIDE BEHIND RAILING

20'6"

RED BRIDGE

CHANNELIZED APPROACH TO BRIDGE

OREGON STATE HIGHWAY DIVISION
PROJECT INSPECTION AND REGIONAL INSPECTION REPORT

Project Name Airstrip Rd-Pudding River Bridge Section Contract No. 7493

Highway FAS 117 11-29-71 Prefix No. 503-1013

County Clackamas and Marion F.A. No. S-573 (1)

Final inspection made on 10-28-7 By Gerald Wimer

in company with F. D. Morgan, Art Duffy, John Shultz, Winston Kurth, Ted Kuenzi, Gordon Osborn, and George Hacket

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COUNTY & CITY SECTION
NOV 3 1971

CHECK LIST

Date	
11-3-71	Construction signs removed
Was None	Salem Office notified to rescind construction speed zone
11-3-71	Contractor removed equipment from project
10-28-71	Roadside cleanup completed

(for another project) Clackamas County has closed road ____ Opened to traffic With Semi-final ____ Regional Materials Certification submitted

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

Good looking project. Incidental remaining work was done October 28, 1971.

Letters of acceptance by both counties will be forthcoming.

All contract work on this project has been completed and recommendation is made for acceptance on 10-28-71. The semi-final estimate will be submitted about Dec. 7, 1971.

cc: Const. Engineer - F. D. Morgan
Bridge Engineer - Ivan Merchant
Maint. Engineer - R. N. Bothman
Co.-City Eng. - H. S. Cox
Reg. Engineer - J. B. Boyd
Res. Engineer - Art Duffy
Dist.Engineer - Floyd Lacey
[illegible]

Copies sent to all named ____

(Signed) Reg. Const. Engr. (Title)

fas 117, Marion Co

JOHN A. ANDERSON, P.E.
DIRECTOR OF PUBLIC WORKS
AND COUNTY ENGINEER

DEPARTMENT OF PUBLIC WORKS
COUNTY OF MARION
COURTHOUSE
SALEM, OREGON 97301
(503) 364-4401, EXT. 53

THEODORE KUENZI
ASST. DIR. OF PUBLIC WORKS
AND ASST. COUNTY ENGINEER

GLENN ROBERTSON
HIGHWAY SUPERINTENDENT

HARVEY THURLWELL
RIGHT-OF-WAY AGENT

JERRY CONNOR
SOLID WASTE MANAGER

ILA F. McCALLUM
ADMINISTRATIVE ASSISTANT

November 11, 1971

Mr. Arthur Duffy
Resident Engineer
Oregon State Highway Department
P.O. Box 30
Salem, Oregon 97310

Dear Mr. Duffy:

Marion County has inspected and approved the construction on County Road No. 428, FAS No. 117.

Very truly yours,

John A. Anderson
Director of Public Works

Theodore Kuenzi
Assistant Director

gms

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COUNTY & CITY SECTION
DEC 7 1971
ENGR. C.O.R. UE
UPE CE RE RPE

RECEIVED
NOV 12 1971
RESIDENT ENGINEER

8-31-71

MEMO TO THE FILE

Re: Airstrip Road-Pudding River Bridge Section
FAS 117
Clackamas County
Project #S-573(1)

Clackamas County has requested some additional drainage to eliminate a water pocket at the westerly end of this project.

Due to the profile of the roadway only part of the water that collects in this area is drained off by the roadway ditch. To remove the remainder of the water it has been determined that the most desirable solution would be to place a drain culvert beneath the flow line of the ditch. This culvert would carry the water easterly into a natural drainage flow. This would save buying expensive right-of-way to deepen the ditch.

It has been determined that this additional drainage is in the public interest because it eliminates a cronic drainage problem in the area.

The FHWA was consulted and agree that it is justifiable and to proceed with the arrangements with the contractor.

Harold Reynoldson
Rural Program Engineer
County and City Section

HR:ljt
8/31/71
cc: Winston Kurth, Clackamas County
Art Duffy
R. N. Chase
Paul Hatcher
W. N. Bryant, FHWA
Vince Gallagher
J.B. Boyd

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COUNTY & CITY SECTION
AUG 31 1971
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UPE CE RE RPE

COUNTY OF CLACKAMAS
DEPARTMENT OF PUBLIC WORKS

902 ABERNETHY ROAD, OREGON CITY, ORE. 97045

JOHN C. McINTYRE, Director Phone 655-3311, Ext. 281

August 18, 1971

Mr. Arthur Duffy
Oregon State Highway Department
Resident Engineer
P. O. Box 30
Salem, Oregon 97310

Dear Mr. Duffy:

Re: ARNDT ROAD - FAS 117

Enclosed please find a copy of a letter from David B. Anderson, District Conservationist, for the United States Department of Agriculture.

Also, please find enclosed a print of a survey conducted by the Agriculture Department on which is shown existing drainage facilities and elevations as they relate to these facilities.

Previous conditions on Air-Strip Road and a review of the elevations of culverts indicate that there has been and will continue to be a drainage problem which exists in this general area. An improvement to this problem can be realized by lowering the culvert crossing Air-Strip Road in alignment with the north borrow ditch of Arndt Road, FAS 117. It is my opinion that the Agriculture Department and the property owners in this area are depicting an existing flooding condition and are making a valid point. I am, also, aware that the depth of the north borrow ditch cannot be deepened to such a point that it would create a problem for motorists using the road or that it would create a situation where additional right-of-way would be required. I am, however, requesting that efforts be made to lower the culvert as low as is possible within the present right-of-way and still maintain reasonable side slopes adjacent to the highway. It is my opinion that possibly the culvert could be lowered one to two feet without materially affecting the side slopes. Particularly, since the project calls for mulching of side slopes, it would appear that no unreasonable scour action or maintenance

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COUNTY & CITY SECTION
AUG 19 1971
☐ ENGR. ☑ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

problems should occur as a result of this deepening.

I am, also, aware that there is some additional right-of-way that has been acquired which lies outside the catch point of the proposed construction. I am hopeful that this additional width possibly can be utilized to maintain a slightly increased depth to this cross culvert.

Any consideration that you can give in this matter will be appreciated.

Very truly yours,

John C. McIntyre
Director of Public Works

By Winston W. Kurth

Winston W. Kurth
Deputy Public Works Director

WWK/mak
Encls. 2

cc: Harold Reynoldson

P.S. In recent telephone conversations I feel it has been mutually agre agreed that this culvert could be lowered four feet and approximately 800 feet of the north borrow ditch could be tiled. This appears to be the best solution available to the problem.

WWK

UNITED STATES DEPARTMENT OF AGRICULTURE

SOIL CONSERVATION SERVICE

256 Warner Milne Road
Oregon City, Oregon 97045

August 12, 1971

Winston W. Kurth
Deputy County Engineer and Roadmaster
902 Abernathy Road
Oregon City, Oregon 97045

Dear Mr. Kurth:

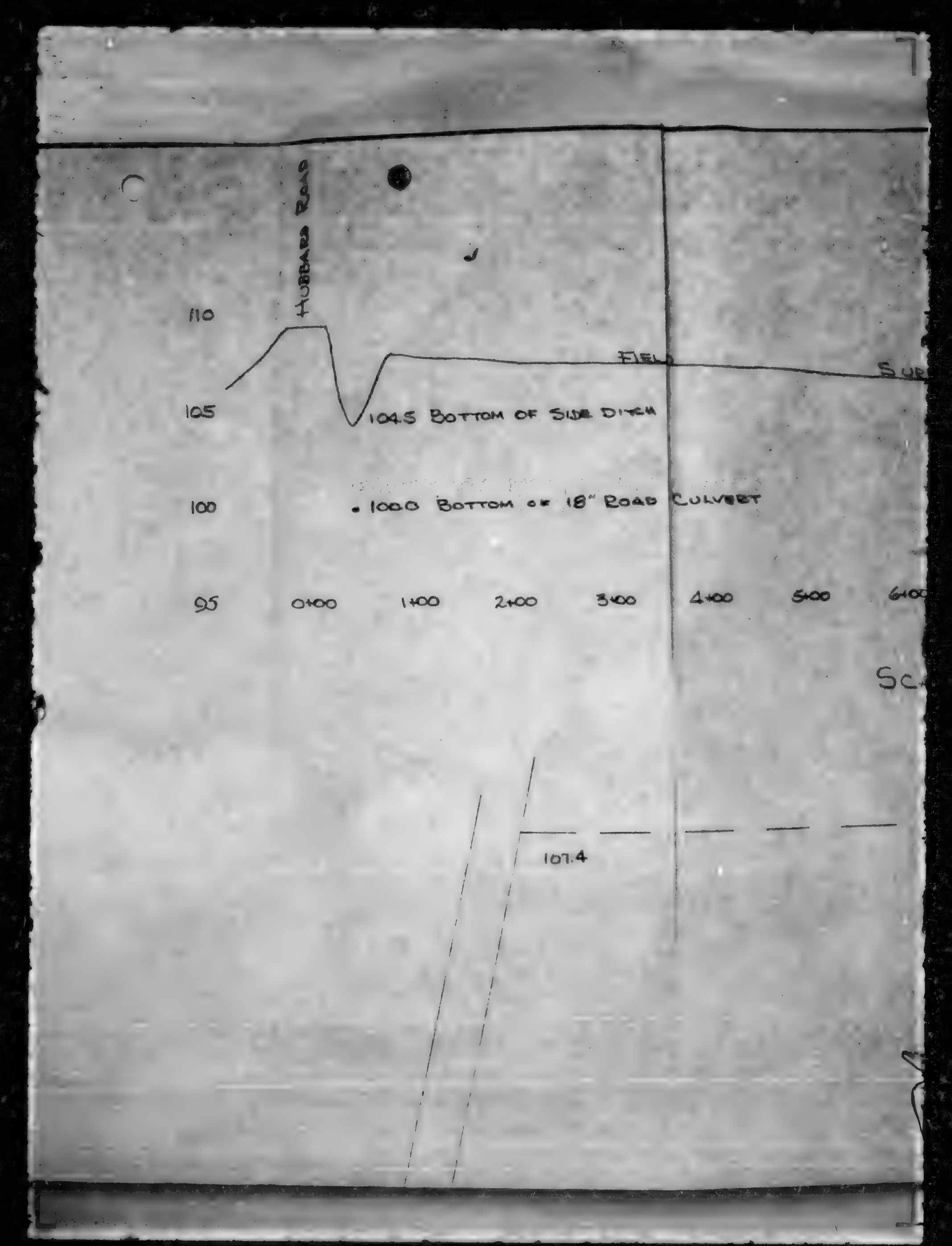
In reference to the request by the Crown Zellerbach Nursery to lower the culvert on the Aurora Road, I would like to point out that there are approximately 150 acres of agricultural land, (including the nursery), which would be greatly benefited if this project could be done. This is in addition to an area at the north end of the Aurora airstrip which could need draining if it is ever extended.

I feel this project would be of broad community benefit and should be given every consideration.

Very truly yours,

David B. Anderson

David B. Anderson
District Conservationist


HUBBARD ROAD
110
105
100
95
104.5 BOTTOM OF SIDE DITCH
100.0 BOTTOM OF 18" ROAD CULVERT
0+00
1+00
2+00
3+00
4+00
5+00
6+00
107.4

AURORA-WILSONVILLE RD.

SURFACE

102.3 BOTTO

98.5 BOTTO

6+00 7+00 8+00 9+00 10+00 11+00 12+00 13+00 14+00

SECTION - A-A

SCALE: 1 INCH = 100 FEET

108

105.4

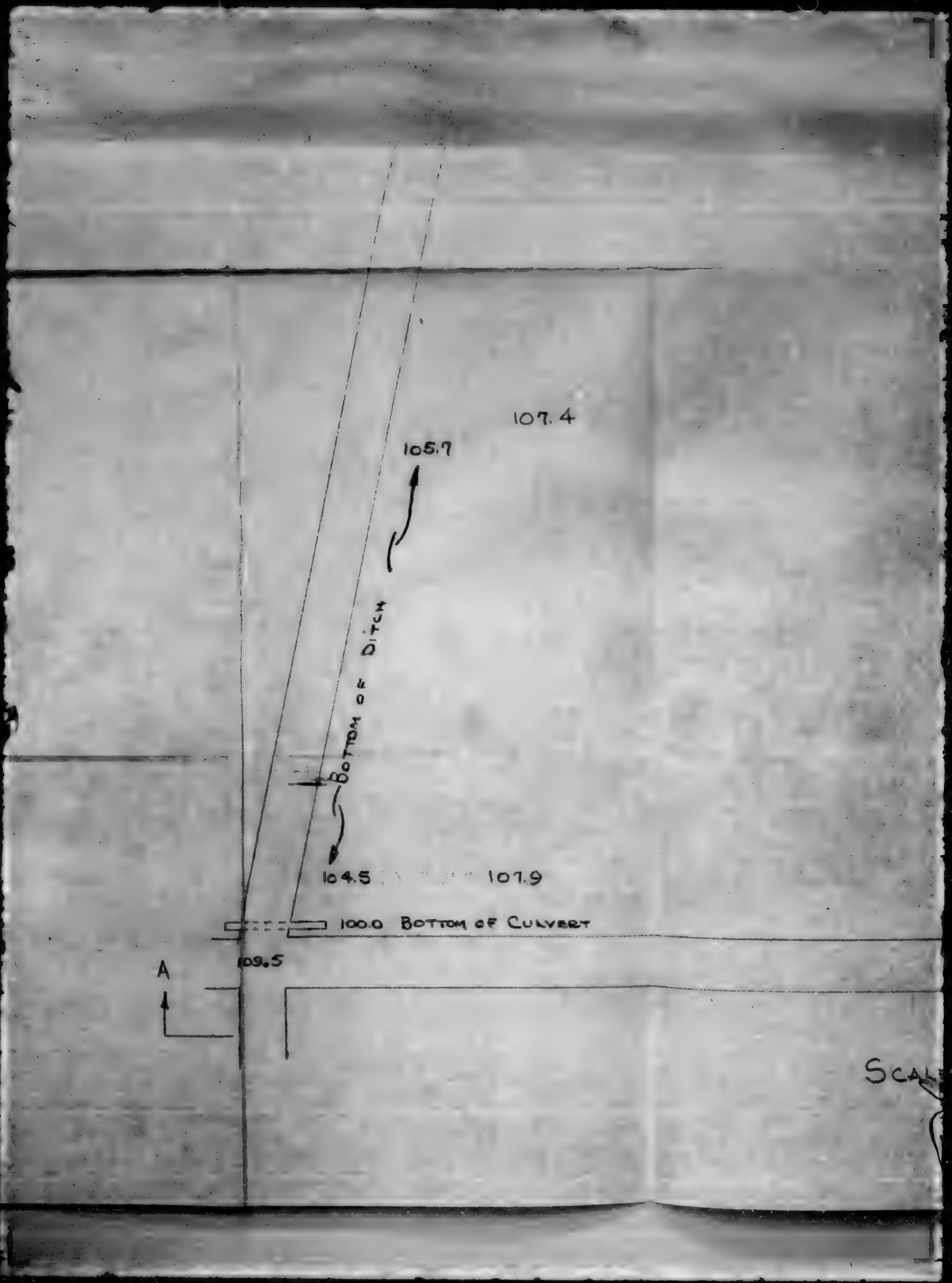
EXISTING 12" TILE

BOTTOM OF 18" ROAD CULVERT

BOTTOM OF 12" DRAIN TILE

400

N


107.4
105.7
BOTTOM OF DITCH
104.5
107.9
100.0 BOTTOM OF CULVERT
109.5
A

105.8

104.5 ℄ of
98.5 - Ba
UN

104.1

101.0 101.5

105.6

106.0

105.2 ℄

(BOTTOM OF CULVERT - 102.3

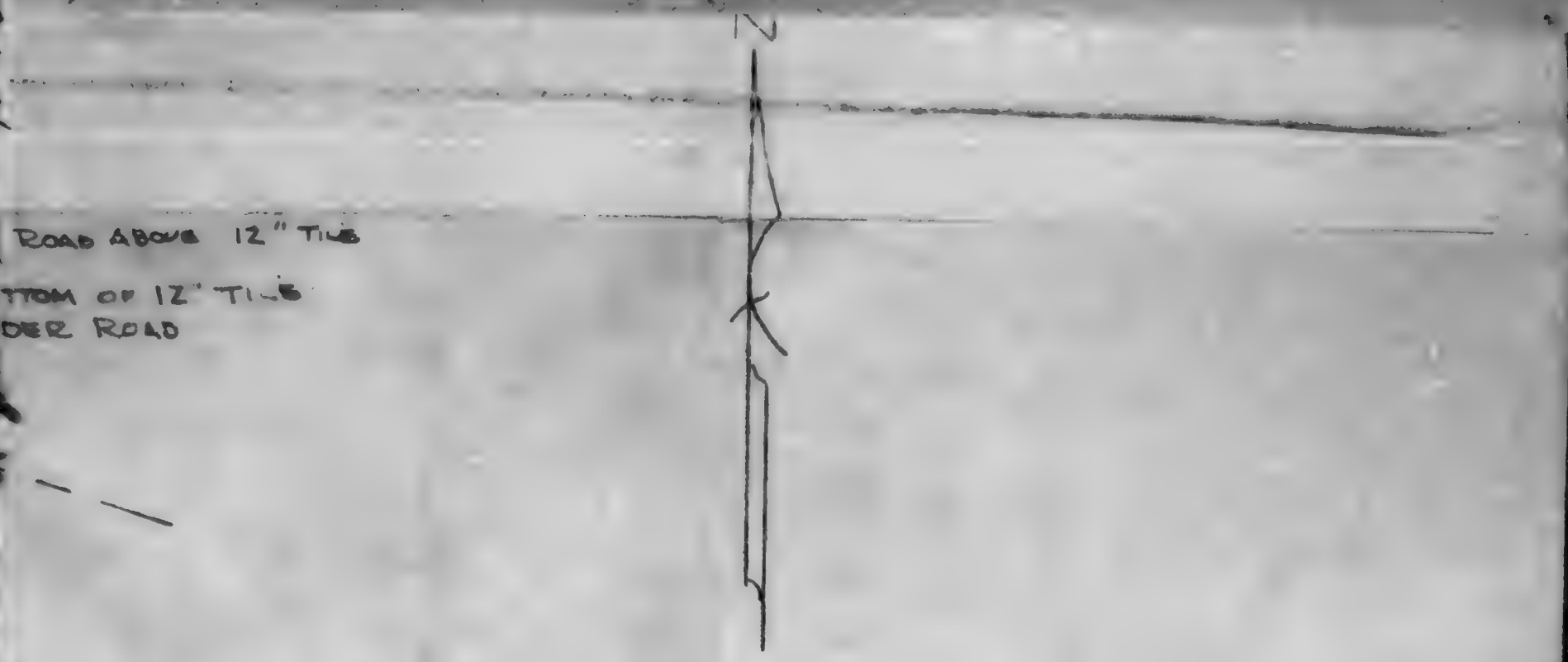
PLAN

ALE: 1 INCH = 100 FEET

CROWN ZELLERBACH NURSERY

U. S. DEPARTMENT OF AGRICULTURE
SOIL CONSERVATION SERVICE

	Date		
Designed		Approved by	
Drawn D. Anderson	8/3/71	Title	
Traced		Title	
Checked		Sheet No / of	Drawing No.



OF ROAD ABOVE CULVERT

CROWN ZELLERBACH NURSERY

U. S. DEPARTMENT OF AGRICULTURE
SOIL CONSERVATION SERVICE

	Date		
Designed		Approved by	
Drawn	D. ANDERSON 8/3/71	Title	
Traced		Title	
Checked		Sheet No / of	Drawing No.

S-573(1)
7493

FORM S-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Airstrip Road-Pudding River Bridge		WEEK ENDING: November 6, 1971
		SECTION PREFIX: 503-1013
HIGHWAY: FAS 117		COUNTY: Clackamas & Marion
NAME OF JOB: Airstrip Rd. - Pudding River Bridge	KIND OF WORK: Grading & Paving	
CONTRACTOR: O & K Construction Co.	CONTRACT NUMBER: 7493	FEDERAL AID PROJECT NUMBER: S - 573 (1)
DATE OF CONTRACT: November 12, 1970	DATE WORK STARTED: December 1, 1970	ESTIMATED COMPLETION DATE: November 1,1971
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS: work 216	WORK DAYS USED: work 241½
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 113
PROJECT AUTHORIZATION: $444,892.19	ENGINEERING AUTHORIZATION: $35,277.79	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $409,614.40	ENGINEERING COST TO DATE: $40,310.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 96
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $409,614.40		DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: OVERRUN / UNDERRUN NONE %	PERCENT OF AUTHORIZATION 114 %	October 28, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100			100		100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.22	1.22			1.22
MILES PARTIALLY COMPLETED	1.22	1.22			1.22
MILES COMPLETED	1.22	1.22			1.22
TOTAL ESTIMATED QUANTITIES (CONTRACT)	130,000 CY	18,800 Ton			6,300 Ton
TOTAL QUANTITIES CORRECTED TO DATE	130,000 CY	21,000 Ton			6,258 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	130,000 CY	21,000 Ton			6,258 Ton
AVERAGE DAILY QUANTITIES	2,000 CY	1,500 Ton			1,000 Ton
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Morgan MJ — Routing — Pease — Swan — Glenn — Litchfield — Gallagher — Stein

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NOV 9 1971
CONSTRUCTION DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Work on project was completed October 28, 1971.

Final Report

SIGNED Arthur Duffy LOCATION Salem

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

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JUL 21 1971
FOR FILING

S-5731(1)

1423

June 23, 1971

O & K Construction Company
720 N. E. 242nd
Gresham, Oregon 97030

(8)

Gentlemen:

The State Highway Commission at its meeting on June 22, 1971, considered your request for an extension of 100 days on Contract No. 7493 for work on Airstrip Road-Pudding River Bridge Section of FAS 117 in Clackamas and Marion Counties.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission granted you a 56-day time extension to September 27, 1971, without assessment of liquidated damages.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem Office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn:dr
bc F. D. Morgan
V. E. Skoog
R. D. Asburry
Arthur Duffy

JUN 15 1971
FOR FILING

5-523(1)
7493

June 14, 1971

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 8
June 22, 1971 meeting

O and K Construction Company, contractor on the Airstrip Road-Pudding River Bridge Section of FAS 117 in Clackamas and Marion Counties, Contract No. 7493, has requested a 100-day extension of the contract time based on high-moisture conditions, a high-water table in one area of the project, high water from the Pudding River in early April, and delayed utility relocations.

High water from the Pudding River closed the existing road at a box culvert site for six days in January and covered the area again in April preventing any work. This is at a critical part of the project where the major drainage structure and largest fill must be built. Relocation work by three utility companies was going on in March and April and work was also slowed by water and soil conditions. No significant contract work could be accomplished this spring until April 26.

I, therefore, recommend extension for the time charged this spring up to April 26. This would be a 56-day extension which will extend the contract time allowed to September 27, 1971. This is a Federal-aid Secondary project and specific Federal Highway Administration concurrence is not required.

This matter will be on the agenda for your consideration at the June 22 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
E. D. Morgan
V. D. Wolfe
W. E. Skogg
L. H. Young
R. D. Asburry

JAB:fw sr

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7493 Contractor O & K Construction Co.

Highway F A S 117

Section Airstrip Road - Pudding River Bridge

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 56 day extension because of high water and utility delay in March and April.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No.	7493
Project designation	Federal S- 573 (1) (State-Federal)
Date awarded	November 12, 1970
Work started	December 1, 1970
Per cent completed	0% 4/30/71 (Date)
No. of Workdays Allowed	Calendar 160
No. of Workdays Used	Calendar 68
No. of Added Workdays Requested	Calendar 100

E-800 (Rev.)—SM—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date April 29, 19 71

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 160 days to 260 days, within which to complete our Contract No. 7493, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Material on job is too wet to work and meet specificati ons and it appears it will be that way for some time. it needs several weeks of dry weather before it could be worked. See attached letter

Respectfully submitted,

O & K CONSTRUCTION CO.
Contractor

By (Signature)

CONSENT OF SURETY

Date April, 30, 19 71

We, UNITED PACIFIC INSURANCE COMPANY

, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Robert E. Dowsett (Signature)
Robert E. Dowsett, Attorney-in-fact

(SEAL)

Robert E. Dowsett (Signature)
Robert E. Dowsett, Resident Agent

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 3, 1971

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

SUBJECT: Airstrip Road-Pudding River
Bridge Section
Contract No. 7493
Request for Time Extension

O & K Construction Company requests a 100-day extension of the contract time on this project. The contractor cites high moisture conditions, high water table in one area of the project, high water from the Pudding River in early April, and delayed utility relocations.

The contractor's request is fairly accurate. The natural conditions and a comparatively poor spring construction season have prevented significant progress on this job. I must also admit that the 160-day time allowed probably under-estimated the high moisture content soil problems being encountered. Some pertinent dates are:

Bids opened	October 29, 1970
Day count started	November 24, 1970
Work started	December 1, 1970

160 Calendar Workdays allowed will expire August 2, 1971

This is a Federal-aid Secondary project with a 130,000 cubic yard excavation bid quantity. A majority of this is in one cut and one fill. The fill area is low ground near the Pudding River and in about the middle of the fill area, a 12' x 8' concrete box has to be constructed. High water closed the existing road at the box culvert site January 5 to 11 last winter (no workdays were counted December through February). High water from the Pudding River covered the area again in early April and inundated the entire area in the vicinity of the box culvert site.

Relocation work by three utilities was going on in March and April, so between the utility conflict (their work has been slowed by the water and soil conditions too), the high water at the critical early work area, and the over optimum moisture soil conditions, the contract stands, at the end of last week, with 61 percent of the allowed time elapsed and only 10 percent of the work done. The contractor worked at the clearing during the winter months and got it over half completed. No significant work could be accomplished this spring until April 26.

NOTED
A. E. JOHNSON

I therefore recommend extension for the time counted this spring up to April 26. This would be a 56-day extension. You will note the Region recommends a 46-day extension on a different basis by just arbitrarily allowing one-half of the time between March 1 and June 1. A 56-day extension would run to September 27, 1971.

Since this is a Federal-aid Secondary project, specific concurrence by the Federal Highway Administration is not required. A rough draft letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

JAB:fw

Enc.

cc V. L. Gallagher

Liquidated Damages accrue at the rate of $100 per day.

RECEIVED
JUN 4 1971
OFFICE OF
STATE HIGHWAY ENGINEER

WM. KNIEFEL, JR., PRES.
665-4036

MEMBERS OF

D. G. OSBURN, SEC. & TREAS.
CORBETT: 375-2307

O AND K CONSTRUCTION CO.
General Construction
TELEPHONE 665-2518
720 N. E. 242ND AVENUE
GRESHAM, OREGON 97030

April 29, 1971

Oregon State Highway Department
Mr. Arthur Duffy, Resident Engineer
P. O. Box 30
Salem, Oregon 97310

Reference: Pudding River Air Strip Road, Contract #7493

Gentlemen:

We have been on the job and ready to work for months. All we have been able to accomplish is the clearing.

On the East end of the job the water table is to the top of the ground and due to soil conditions it could not be pumped out enough to make it possible to put in the culverts.

There isn't any material on the job dry enough to put in place and meet specifications.

The way it has been raining it appears that it will be some time before it is dry enough even if the weather changes for the better.

Due to the unusual wet weather conditions it appears we will have to have extra time to complete the job.

Also due to the wet weather the Portland General Electric Co. and Northwest Natural Gas Co. haven't been able to complete their utility moves.

The East portion of the job has been inundated for a week now. The road has been closed since April 7, 1971. We have a complete spread of earth moving equipment on the job ready to work but the way it looks now the one hundred and sixty days could be up before we will be able to start work.

If the State sees any way we could work the material and meet specifications we would certainly be glad to do so.

Sincerely yours
O & K CONSTRUCTION CO.

William Kniefel

William Kniefel, Jr.
President
Sec. & Treas.

FORM E-20

503-1013

Routing

Prep

Ch

Spec

Archive

Consigner

Stein

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
MAY 28 1971
CONSTRUCTION DIVISION

Salem, Oregon
May 27, 1971

SUBJECT: Time Extension Request
Airstrip Road-Pudding River
Clackamas & Marion Counties
FAS 117
Contract 7493

To: John Bond
CONST. ADMINISTRATION ENGINEER

Attached is O and K Construction Company's formal request for a 100 calendar workday time extension on the subject project. If granted this would allow a total of 260 days or until November 8 compared to the presently estimated July 31, 1971 date. Also attached are William Kniefel Jr.'s April 29, 1971 letter of explanation and Art Duffy's May 6 and May 21 letters of analysis and recommendation.

Although this contractor has been hampered by floods, high water tables, and utilities, he has worked at all possible locations including aeration and other types of work normally beyond the contract requirements in an attempt to work the project.

Ninety calendar workdays together with another 90 non-charge days have elapsed for a total of 56% of the chargeable time; yet he has only been able to accomplish 9% of the work. This is like asking a man to do a job and giving him no time to do so. We would not be able to stand behind such in court.

On May 25 I visited the project. The main excavation is dry enough to place in fills but the fill area is still too wet. The moisture was 20.5% as compared to an optimum of 12.8. Even with excessive effort only 86.8% compaction could be achieved. Duffy says it may be another month before the water table drops. I am hopeful it won't be quite that long.

The utility conflicts and flooding periods are documented in Duffy's letter. Some of this should have been anticipated by the contractor. The balance not. I would recommend this be split on a 50-50 basis for the March 1-June 1 period and that we grant 46 of these 92 days.

R. D. Asburry
REGIONAL ENGINEER

by Gerald Wimer

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/jc

cc: Art Duffy

FORM N-30

Routing 503-1013

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
MAY 29 1971
CONSTRUCTION DIVISION

Salem, Oregon
May 27, 1971

SUBJECT: Time Extension Request
Airstrip Road-Pudding River
Clackamas & Marion Counties
FAS 117
Contract 7493

To: John Bond
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The utility conflicts and flooding periods are documented in Duffy's letter. Some of this should have been anticipated by the contractor. The balance not. I would recommend this be split on a 50-50 basis for the March 1-June 1 period and that we grant 46 of these 92 days.

R. D. Asburry
REGIONAL ENGINEER

by Gerald Q. Wimer

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/jc

cc: Art Duffy

FORM S-30

563-1013

RECEIVED
MAY 21 1971
ROUTING
ASBURRY ☐ WIMER ☐ HOPKINS ☐
CANFIELD ☐ ☐ ☐

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

P.O. Box 30, Salem, Oregon 97310

May 21, 1971

To: R. D. Asburry
Regional Engineer
East Salem Highway Bldg.

SUBJECT: Contractors Request for Time Extension
Airstrip Road-Pudding River
F A S 117
Contract No. 7493

Attention: Gerald Wimer

This is in reference to our telephone conversation May 18 relative to my letter of May 6 submitting the contractor's request for time extension.

The utility companies were delayed in their operations by saturated ground conditions, however they have practically completed completed their work.

The confliction in the road closure date is inconsequential, with the road open to traffic on april 16, the water was standing in the low areas between Stations 150 and 160 as late as April 26. The pertinent cause for delay of work on the project is the late high water and the excess moisture in the grading materials and the embankment foundations, field tests made May 19 indicates plus 6 percentage points of the optimum moisture. With favorable weather conditions it could be the end of June before there is significant change toward optimum moisture.

As per my letter of May 6, I believe the contractor is making reasonabe effort to prosecute the work on the project and recommend consideration of his request based upon excess moisture.

Arthur Duffy
Resident Engineer

AD:ad

503-1013

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

P.O. Box 30, Salem, Oregon 97310
May 6, 1971

RECEIVED
MAY 7 1971
ROUTING
ASBURRY ☐ WIMER ☐ HOPKINS ☐
CANFIELD ☐ ☐ ☐

SUBJECT: Airstrip Road - Pudding River Bridge
F A S 117
Clackamas and Marion Counties
Contract No. 7493

To: Mr. R.D. Asburry
Regional Engineer
East Salem Highway Bld'g.

Attention: Mr. G.W. Wimer

Herewith five (5) copies of " Contractors Request for Increase in Number of Workdays to Complete Construction Contract"

The beginning date of Calendar Work Day count was November 24, 1970. The Contractor started work December 1, 1970. His operation was limited to clearing and was restricted by saturated ground conditions.

The highway was closed to traffic by the County because of high water January 5th. to January 11th. and April 10th. to April 16th. April 7th. the contractor attempted to pioneer the cut Station 144 - 149 but the material was too wet and he had to stop work. April 26th. he resumed operations comprising: dozing material from cut Station 144 - 149 for approach at Station 147 + 50, and excavation, granular backfilling for culvert installation between Stations 149 and 160. (The water table was encountered in excavation for the 12' x 8' box culvert.)

By May 5th. culvert pipe between Stations 149 and 160 was installed right of centerline in anticipation of detouring traffic around the box culvert site, but the ground surface and excavation from the trenches is too wet for embankment preparation. The contractor has moved his operation to the channel change site at Station 110.

I believe the contractor has made and is making a reasonable effort to prosecute work on the project.

Arthur Duffy
Resident Engineer

AD:rgk
encl.

NOTED
R. D. ASBURRY

OREGON STATE HIGHWAY DEPARTMENT

FORM A-180 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 104014

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
11-16-70	CC 1243		503-1013-727

•Clackamas County
•Board of Commissioners
•Courthouse
Oregon City, Oregon 97045

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

RECEIVED
COUNTY & CITY SECTION
NOV 17 1970
ENGR. COOR. OE AE UE
UPE CE RE RPE

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: John McIntyre, Director of Public Works			
Advance Deposit			88,900.00
Partial transfer of the advance deposit for the Airstrip Road- Pudding River Bridge, FAS 117			66,900.00
To be retained			22,000.00

Covered by agreement dated 11-18-69

ACKNOWLEDGMENT OF BILLING REQUEST

Co. Rd. Dist. or Ref. Project No. .....

By .....

RECEIVED
NOV 5 - 1970

S-5723(1)
7493

November 4, 1970

O & K Construction Company
720 N. E. 242nd
Gresham, Oregon 97030

Gentlemen:

The State Highway Commission on November 2, 1970, accepted your bid in the amount of $384,575.50 on the Airstrip Road-Pudding River Bridge Section of FAS 117 in Clackamas and Marion Counties, which was the low bid received for that job on October 29, 1970.

The Commission referred the bid to the Engineer with authority to award the contract to you as soon as Clackamas County approves the bid and deposits the sum of $88,900. When these conditions have been fulfilled, we will let you know.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

bc F. D. Morgan
I. D. Merchant
Arthur Duffy
L. W. Rulien
R. D. Asbury
William Gaibel (SAIF)

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Copy to :- John Oaks
C.G. Swenson
Dick Chase
L.W. Rulien

Attention: County and City Department

9-24-70

SUBJECT: Federal Aid Project No. _____

Highway No. FAS 117

Project Name Airstrip Road-Pudding River Bridge Section, Arndt Road

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

[X] There has been no displacement of persons from residences, farms, or businesses; or

[X] That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

[ ] In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Salem, Oregon,

this 24th day of September, 1970.

RECEIVED
COUNTY & CITY SECTION
SEP 25 1970
ENGR. COOR. CE AE UE
UPE CE RE RPE

MARION County

Pat McCarthy
Chairman

Harry Carson Jr.
Commissioner

Henry E. Mattson
Commissioner

(5/12/70)

Copy to:- John Oaks
CG Swanson
Dick Chase
L.N. Rulien

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Department

SUBJECT: Federal Aid Project No. _____

Highway No. FAS 117

Project Name Airstrip Road-Pudding River Bridge
Section

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

☒ There has been no displacement of persons from residences, farms, or businesses; or

☒ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

☐ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Oregon City, Oregon,

this 21st day of September, 1970.

CLACKAMAS County

Fred Stefani
Chairman

Thomas D. Telford
Commissioner

Commissioner

RECEIVED
COUNTY & CITY SECTION
SEP 24 1970
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

(5/12/70)

FAS 117
Clark Co

MEMO

TO: Winston Kurth

FROM: Wilbur Schick

DATE: September 15, 1970

SUBJ: FAS 117 - Arndt Road Right of way status

Properties to be acquired under condemnation:

1. Henry W. B. Colvin & Dorothy L. Colvin

2. Robert I. Colvin & Iva A. Colvin

3. Robert I Colvin & Iva A. Colvin, fee owners
Edward G. Stritzke & Judy M. Stritzke, contract purchasers.

Properties acquired and owners paid:

1. William E. & Howard E. Miley

2. Westley Milton Skeen and Beverley Jean Skeen

3. Norman R. & Joyce L. Colvin

4. Jennie L. Colvin

*5. Warren E. & Jean L Grim

* Gas Company easement not yet acquired; no problem anticipated.

Yours truly,

Wilbur Schick

Wilbur Schick
Right of Way Agent

RECEIVED
COUNTY & CITY SECTION
SEP 24 1970
ENGR. COOR. LE AE UE
UPE CE RE RPE

RECEIVED
OCT 2 - 1970
FOR FILING

S-573(1)
7493

August 28, 1970

Board of County Commissioners
Marion County
Courthouse
Salem, Oregon 97301

MISC. CONTRACTS and
AGREEMENTS No. 4051

Attn: T. Harold Tomlinson
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of a construction-finance agreement with Clackamas and Marion Counties and the Oregon State Highway Commission covering the Airstrip Road-Pudding River Bridge Section (Arndt Road) on FAS 117 in Clackamas and Marion Counties.

We are sending a fully executed copy to Clackamas County, and we are retaining one for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

[redacted]
Att.

cc H. S. Cox
(conf. agreement att.)

TRANSACTION NUMBERS 8-23 THRU 8-26

FORM PR-43 (REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT	DATE
OREGON	8-11-70

BY (Signature): MR. YOUNG'S JULY 28, 1970 LETTER

TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ____ THRU ____ ITEM NO.	PROJECT NOS.	STAGE 2 ITEM NOS. 1037 THRU 1040 LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
037	SU-45(6)	0.79	381,000	240,000	TRAIL AVE.-CHEMAWA RD.	GRADE, DRAIN, HIGH TYPE PAVEMENT 4-12' LANES.
038	SU-441(9)	0.37	1,793,000	612,000	PACIFIC HIGHWAY WEST TO N. W. EXPRESSWAY SECTION	CONSTRUCT 2 STRUCTURES WIDEN 1 STRUCTURE
039	SU-476(4)	0.61	460,000	292,000	ESPLANDE ST. TO FORT KLAMATH ROAD SECTION	GRADE, DRAIN, HIGH TYPE PAVEMENT 4-12' LANES.
040	S-573(1)	1.22	410,000	260,000	AIRSTRIP ROAD-PUDDING RIVER BRIDGE SECTION	GRADE, DRAIN, HIGH TYPE PAVEMENT 2-12' LANES.

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECTS IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THESE PROJECTS ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

NOTED
F. B. KLABOE
8-13-70

8-11-70

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
		8-11-70	R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-914

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

7-28-70

FEDERAL-AID P (PPM 2

CARD 2	REPORT NUMBER (19)(20)	1	PROJECT LOCATION (45 typewriter spaces) 21 65	Co. Rd. 1.2 mi. W. Canby, W. 1.22 mi.	ADT	PRESENT	1,200	FUTURE (66)(70)	2,000	YEAR (71)	90
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	Gr., Dr., High-type Pave.	NATL. FOREST (63)(65)		FH ROUTE NO. (66)(68)		SUPV AGCY (69)		DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)		PL. AUTH (74)
CARD 4	CLASS OF FEDERAL FUNDS	Secondary									COUNTY NAME	Clack	
	NAME OF URBAN AREA 17-21										ROUTE NO.	S 117	FEDERAL-AID

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT CO TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16)	41	42	43 46	52		(54)(58)	(59) (66)	(67) (7
5					PE		Co. Rd. 1.2 mi. W. Canby, W. 1.22 mi. (Airstrip Road-Pudding River Bridge)			
5					ROW					
5					CONST (CODE) 6201			1.22	410,000	260,000
CARD 1	CODE 9	PREPARED BY					PROJECT TOTALS	1.22	410,000	260,000
1	14	PROGRAM APPROVAL DATES							(16) (23)	(24) (3

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

-28-70

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
i.	ADT	1,200	2,000	90	08	Oregon	35	022	1040

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
					S-	573	(1)		

COUNTY NAME: Clackamas — CODE: 005

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	117	Co. Rd.	

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Gr., Dr., 2 - 12' lanes H.T. Pave. with 8' shldrs.
1.22	410,000	260,000	75,000	75,000 (Co.)	ROW - 80' min.; Access Control - none; Parking Restrictions - none.
1.22	410,000	260,000	75,000	75,000 (Co.)	

ESTIMATED PROJECT COST BY PHASES

REMARKS

-over-

USCOMM DUSCOMM-DC 48908-P61

AIRSTRIP ROAD-PUDDING RIVER BRIDGE
PROJECT NO. S-573(1)

Existing Facilities:
Existing roadway has 18' oil mat with 2' gravel shoulders. Portions of this section, across the flood plain of the Pudding River, is flooded over a number of times each winter season. There are adverse grades and curves on this section that need to be eliminated.

Adjacent Sections:
East End - Bridge with a 20' roadway having three 29' RCDG approach spans with a 100' half through plate girder span.
West End - Two 9' oil mat travel lanes with 2' gravel shoulders.

Project Data:
Construct a roadway 40' in width having two 12' travel lanes of high-type pavement and 8' paved shoulders. Detour will be by the county. The existing structure across Pudding River will remain in place and will have special guardrailing and signing on the approaches. Any marketable timber will become the property of the contractor. Special drainage facilities are to be constructed within the flood plain of the Pudding River. Signing and striping will be by county.

Right of Way: 80' minimum.

Access Control: None

Railroad Crossing: None

Minimum Design Standards:
The BPR, in their memorandum of December 30, 1969, concurred in reducing the width of shoulders from 10' to 8'. Slope on the base rock reduced to 4:1 with BPR approval; see "Memo to the Files" dated April 24, 1970.

System Action: Completed

Public Hearing: Held April 7, 19
1970 and March 26, 1970).

Unusual or Complicated Situations:
at the east end of the project wil
have adequate guardrail and signs
narrow roadway.

Route Data: This is a farm-to-mar
route, and a service route for met

Park and Recreation Area Affected:

Relocation Assistance: All right-
dental charges were paid by the co

Social, Economic and Environmental

Location/Design Approval: June 8,

State Clearinghouse Approval: Mar

District No. 2 Clearinghouse Appro

The State does not, at this time,
control the use by Utilities of th
A State-County agreement is being
graph 6d(1) of PPM 30-4.1.

AIRSTRIP ROAD-PUDDING RIVER BRIDGE
PROJECT NO. S-573(1)

with 2' gravel shoulders.
flood plain of the Pudding
nes each winter season.
this section that need

oadway having three 29'
with a 100' half through

el lanes with 2' gravel

having two 12' travel lanes
houlders. Detour will be
re across Pudding River will
l guardrailing and signing
imber will become the property
facilities are to be con-
he Pudding River. Signing

December 30, 1969, concurred
rom 10' to 8'. Slope on
R approval; see "Memo to the

Public Hearing: Held April 7, 1970 (notice in paper March 5, 1970 and March 26, 1970).

Unusual or Complicated Situations: The existing narrow bridge at the east end of the project will remain in place and will have adequate guardrail and signs to warn motorists of the narrow roadway.

Route Data: This is a farm-to-market road, mail and school bus route, and a service route for metropolitan workers.

Park and Recreation Area Affected: None

Relocation Assistance: All right-of-way costs including incidental charges were paid by the counties.

Social, Economic and Environmental Effects Considered: Yes

Location/Design Approval: June 8, 1970

State Clearinghouse Approval: March 10, 1970

District No. 2 Clearinghouse Approval (CRAG): April 29, 1970

The State does not, at this time, have the legal authority to control the use by Utilities of the right of way on this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

RECEIVED
JUN 8 - 1970

S 313(1)
7493

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
June 4, 1970

SUBJECT:

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Design approval is requested for the following FAS-C projects:

CLACKAMAS AND MARION COUNTIES

Airstrip Road-Pudding River Bridge Section
Arndt Road, FAS 117
Grade, drain, base and pave; two 12-foot travel lanes with 8-foot paved shoulders; 0.9 mile on Arndt Road west of Canby; est. cost $350,000.
Corridor-design hearing: April 7, 1970 by County.
State Clearinghouse Review: February 10, 1970
Section 204 Review: April 29, 1970 by CRAG
Highway Commission Approval: November 18, 1969

NOTED
F.B. KLABOE

DOUGLAS COUNTY (Roseburg)

South Umpqua River (Oak Street) Bridge Section
Oak Street, FAS 241
Construct reinforced concrete bridge 660 feet long, 32-foot clear roadway, and a 5-foot sidewalk on upstream side over the S. Umpqua River on Oak Street in the City of Roseburg. County will construct approaches; est. cost $750,000.
Corridor-design hearing: April 14, 1970 by County
State Clearinghouse Review: March 11, 1970
Highway Commission Approval: February 3, 1970

HARNEY COUNTY

Frenchglen Highway-Wildlife Headquarters Section
Sod House Road, FAS 824
Grade, drain, base and pave 28-foot top width on Sod House Road into the Malheur National Wildlife Refuge south of Burns; est. cost $365,000.
Hearing: Not required
State Clearinghouse Review: March 10, 1970
Highway Commission Approval: November 18, 1969

copy to Strange 7-13-70

SP*52479-734

Please return an approved copy of this letter to this office. All other documentation in compliance with appropriate statutes and BPR memoranda are on file. We will prepare the necessary notices for publication in the proper news media.

H. S. Cox
County and City Engineer

By: Robert H. Prange
Field Engineer

RHP:ljt

cc: Forrest Cooper
R. L. Porter
Tom Edwards
Victor D. Wolfe
D. J. Barbee
L. H. Young
R. N. Chase
B. L. Gifford

Approved 6/5/70
F B Klaboe
Asst. State Hwy. Engr.

ADT: 1970 - 1,200 DHV: 1970 - 150
[illegible] - 2,000 1990 - 250

SAFETY:_____

MEMO TO R. N. CHASE Date May 28, 1970

FAS 117, CLACKAMAS COUNTY, Airstrip Road-Pudding River Bridge SECTION

TERMINI: Beginning at the intersection of Airstrip Road, FAS 678 (formerly Aurora-Wilsonville Hwy.) then easterly along this route, 0.9 mile to the Pudding River Bridge. M.P. 0.25 to 1.51

PROPOSED WORK: Grade, drain, base and pave.

PROJECT LENGTH: Approximately 0.9 mile.

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	$ 350,000				

EXISTING FACILITIES: Existing roadway has 18' oil mat with 2' gravel shoulders. Portions of this section across the flood plain of the Pudding River is flooded over a number of times each winter season. There are adverse grades and curves on this section that need to be eliminated.

ADJACENT SECTIONS:
EAST END: Bridge with a 20' roadway having three 29' RCDG approach spans with a 100' half through plate girder span.
WEST END: Two 9' oil mat travel lanes with 2' gravel shoulders.

PROJECT DATA: Construct a roadway 40' in width having two 12' travel lanes and 8' shoulders. Paved full width with AC. Detour will be by County. The existing structure across Pudding River will remain in place and will have special guardrailing and signing on the approaches. Any marketable timber will become the property of the contractor. Special drainage facilities are to be constructed within the flood plain of the Pudding River. Signing and striping will be by County.

RIGHT-OF-WAY: 80' minimum
ACCESS CONTROL: None

RR XING: None
MINIMUM DESIGN STANDARDS: The BPR has concurred in reducing the shoulders from 10' to 8', and the slope on the base rock is reduced to 4:1. See memo dated 5/24/70.

SYSTEM ACTION: Completed
PUBLIC HEARING: Held 4/7/70. Advertised 3/5/70 and 3/26/70.

UNUSUAL OR COMPLICATED SITUATIONS: The existing narrow bridge at the east end of the project will remain in place and will have adequate guardrail and signs to warn motorist of the narrow roadway.

ROUTE DATA: This is a farm-to-market road and a mail and school bus route, and a service route for metropolitan workers.

Park and recreation area affected----------No
Relocation assistance: All R/W costs including incidental charges were paid by County.
Social, economic and environmental effects considered----------Yes
Location and design approval----------
Clearinghouse approval----------3/10/70
Control of utilities will be acquired by the agreement which will be completed prior to contract end.

To! L.H. Young 6/8/70

ADT: 1970 - 1,200 DHV: 1970 - 150
1990 - 2,000 1990 - 250

SAFETY:_____

MEMO TO R. N. CHASE Date May 28, 1970

FAS 117, CLACKAMAS COUNTY, Airstrip Road-Pudding River Bridge SECTION

TERMINI: Beginning at the intersection of Airstrip Road, FAS 678 (formerly Aurora-Wilsonville Hwy.) then easterly along this route, 0.9 mile to the Pudding River Bridge. M.P. 0.25 to 1.51

PROPOSED WORK: Grade, drain, base and pave.

PROJECT LENGTH: Approximately 0.9 mile.

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	410,000				

EXISTING FACILITIES: Existing roadway has 18' oil mat with 2' gravel shoulders. Portions of this section across the flood plain of the Pudding River is flooded over a number of times each winter season. There are adverse grades and curves on this section that need to be eliminated.

ADJACENT SECTIONS:
EAST END: Bridge with a 20' roadway having three 29' RCDG approach spans with a 100' half through plate girder span.
WEST END: Two 9' oil mat travel lanes with 2' gravel shoulders.

PROJECT DATA: Construct a roadway 40' in width having two 12' travel lanes and 8' shoulders. Paved full width with AC. Detour will be by County. The existing structure across Pudding River will remain in place and will have special guardrailing and signing on the approaches. Any marketable timber will become the property of the contractor. Special drainage facilities are to be constructed within the flood plain of the Pudding River. Signing and striping will be by County.

RIGHT-OF-WAY: 80' minimum
ACCESS CONTROL: None

RR XING: None
MINIMUM DESIGN STANDARDS: The BPR has concurred in reducing the shoulders from 10' to 8', and the slope on the base rock is reduced to 4:1. See memo dated 5/24/70.

SYSTEM ACTION: Completed
PUBLIC HEARING: Held 4/7/70. Advertised 3/5/70 and 3/26/70.

UNUSUAL OR COMPLICATED SITUATIONS: The existing narrow bridge at the east end of the project will remain in place and will have adequate guardrail and signs to warn motorist of the narrow roadway.

ROUTE DATA: This is a farm-to-market road and a mail and school bus route, and a service route for metropolitan workers.

Park and recreation area affected----------No
Relocation assistance: All R/W costs including incidental charges were paid by County.
Social, economic and environmental effects considered----------Yes
Location and design approval----------
Clearinghouse approval----------3/10/70
Control of utilities will be acquired by the agreement which will be completed prior to contract end.

NOTED
HAROLD REYNOLDSON

NOTED
R. H. PRANGE

ORD.	DISTRIBUTION	DATE	INT.
1	Stefani	5-18	FS
	Telfgrd	5-20	TDC
	Schumacher	5-21	
	File		
	Sec.		
	Other Public Works		

NOTED
H. S. COX

RECEIVED
MAY 15 1970
Board of Commissioners

May 12, 1970
(date)

Clackamas County Board of Commissioners
Courthouse
Oregon City, Oregon 97045

RECEIVED
MAY 25 1970
ENGINEER
COUNTY & CITY DIVISION

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

Highway FAS 117

Section Airstrip Road-Pudding River Br. Grade and Pave

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes [ ] No [X]

If answer is yes, please list organizations:

5-21-70
(date)

NOTED
R. H. PRANGE

NOTED
MANON C. HOLMES

By Fred Stefani
Chairman

By Thomas D. Telford
Commissioner

By
Commissioner

cc: L. H. Young
Attn: Duane Ridings

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

DEPARTMENT OF TRANSPORTATION MAY 21 1970 Current File

Section AIRSTRIP ROAD-PUDDING RIVER BRIDGE Highway F.A.S. 117 County Clackamas & Marion Prefix 503-1449

Res. Engr. L. M. Stratton Approx. Length 1.25± Miles. Sta. _____ to Sta. _____ Date 5-12-70

Mean

Truck A.D.T. 82 Traffic Coefficient 7.0 18 kip s.a. per day 15.5.

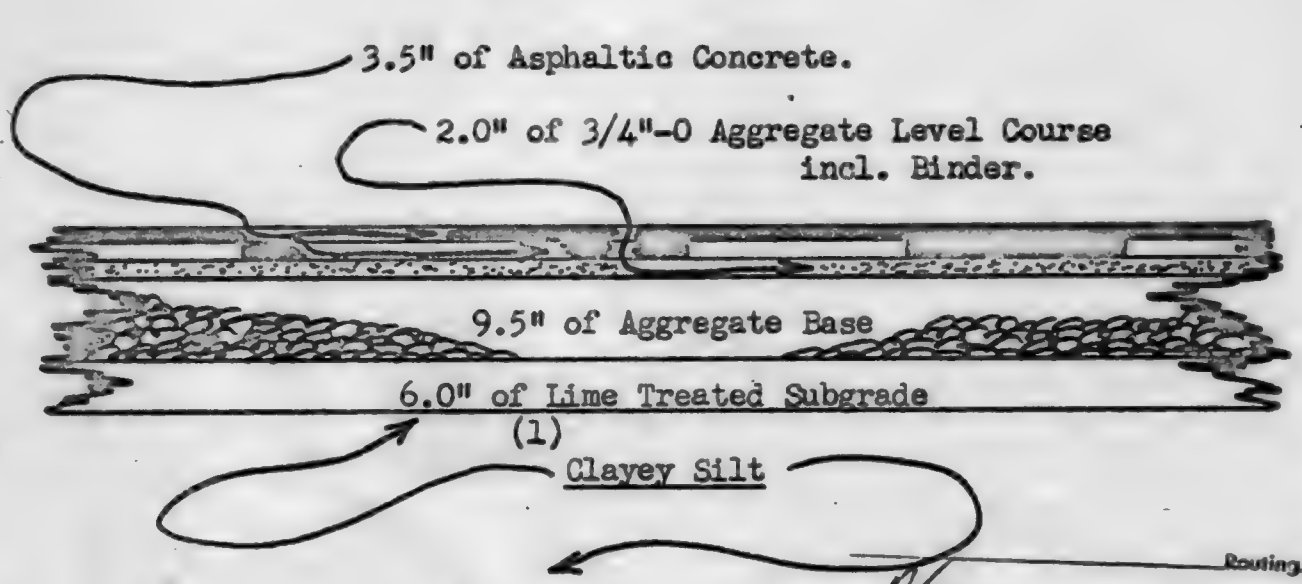
Annual Precipitation 40"± Frost Penetration - - - -.

(1)

Typical Soil

30 LL
7 PI
100 %P 10
80 %P200
0 %Gravel
5 %C Sand
15 %F Sand
58 %Silt
22 %Clay
6 "R" Value

5.12.70


3.5" of Asphaltic Concrete.
2.0" of 3/4"-0 Aggregate Level Course incl. Binder.
9.5" of Aggregate Base
6.0" of Lime Treated Subgrade
(1)
Clayey Silt

	CBE Total Req.	Credit	Actual Thick.	
		7.0	3.5	A.C.
		2.0	2.0	Level
		9.5	9.5	A.B.
		5.0	6.0	L.T.S.
	23.5	23.5	21.0	

AASHO CLASSIFICATION:

A-4 (8)

MATERIAL SOURCES:

To be determined by the Engineer.

See Page 2 for remarks.

Routing

N Morgan
Dockar
1 Bond 5
Walker
Boehme
Johnson

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MAY 15 1970
CONSTRUCTION DIVISION

3 Pease
Swan
5 Glenn
Litchfield
Gallagher
Stein

ROUTED MAY 15 1970

cc:

B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Division Geologist County City (2)

Submitted by E. J. Berg for Staff Assistant

Recommended by John C Jackson Engineer of Materials

Recommended by L. L. Oeken not Construction Engineer

Approved by J. K. Klaver Asst. State Highway Engineer

SECTION: AIRSTRIP ROAD-PUDDING RIVER BRIDGE

HIGHWAY: F.A.S. 117

COUNTY: Clackamas & Marion

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	3/4"-0 Aggregate Level	Aggregate Base	L.T.S.	"CBE" Total Requirement	Actual Thickness
6.0 - 7.0	3.0"	2.0"	8.5"	6.0"	21.5"	19.5"
5.0 - 6.0	2.0"	2.0"	7.5"	6.0"	18.5"	17.5"
Cars Only	2.0"	2.0"	4.0"	6.0"	13.5"	14.0"

Remarks:

Several sections with various combinations of materials were submitted to the County for study, and the section recommended is their selection. Utilization of the existing roadway was not considered feasible due to changes in grade and alignment.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	=	2.0 "	Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.8 "	Crushed Base
1.0"	Cement Treated Base	=	1.8 "	Crushed Base
1.0"	Oil Mat	=	1.1 "	Crushed Base
1.0"	Stone Subbase	=	0.8 "	Crushed Base
1.0"	Lime Treated Subgrade	=	0.8 "	Crushed Base

Above factors apply to materials that comply with Standard Specifications, Supplemental Standard Specifications, and Special Provisions.

TRAFFIC ANALYSIS

SECTION: AIRSTRIP ROAD-PUDDING RIVER BRIDGE

HIGHWAY: Arndt Road (F.A.S. 117)

COUNTY: Clackamas & Marion

1200 Present ADT (1970)

5 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	40	1.7	68	54	450	24,300
3	13	1.7	22	18	1000	18,000
4	2	1.7	3	3	1250	3,750
5	5	1.7	9	7	3180	22,260
6	0	---	--	--	2570	- - -
				82 TOTAL		

TOTAL AVERAGE ANNUAL DESIGN EWL 68,310

TWENTY YEAR EWL 1,366,200

TRAFFIC COEFFICIENT 7.0

SECTION: AIRSTRIP ROAD-PUDDING RIVER BRIDGE

HIGHWAY: F.A.S. 117

COUNTY: Clackamas & Marion

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally Asphaltic Concrete or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Clackamas County selected Asphaltic Concrete.
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made for this section as traffic does not warrant the use of C.R.P.C.C.

See remarks on Page 2.

NOTED
H. S. COX

Clackamas County Board of Commissioners
Courthouse
Oregon City, Oregon 97045

April 28, 1970

Attention: Mr. John McIntyre
Director of Public Works

Re: Airstrip Road-Pudding River Bridge Section
Arndt Road
FAS 117
Clackamas County

Gentlemen:

Three copies of each of seven property descriptions covering the portion of the necessary additional right-of-way for subject project within Clackamas County are enclosed.

Three prints of other right-of-way maps (98-7-14) covering this project are being forwarded to you under separate cover.

The descriptions referred to above are as follows:

File No.	Name
44288A	Henry W. B. Colvin et ex
44288B	Robert I. Colvin et ux
44288C	Robert I. Colvin et al
44288D	William E. Miley et ux
44288E	Wesley Milton & Beverly Jean Skeen
44288F	Norman R. Colvin et ux
44288G	Walter R. Colvin et ux
44288H	Warren E. Grim et ux

Very truly yours,

H. S. Cox
County and City Engineer

By: Harold Reynoldson
Planning Engineer

NOTED
P. B. Aeamsmeier

HR:ljt
Enclosures

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

NOTED
H. S. COX

filed under
Clack. Co.

Marion County Board of Commissioners
Courthouse
Salem, Oregon 97301

April 28, 1970

Attention: Mr. John Anderson
Director of Public Works

Re: Airstrip Road-Pudding River Bridge Sec.
Arndt Road
FAS 117
Marion County

Gentlemen:

Three copies of each of seven property descriptions covering the portion of the necessary additional right-of-way for subject project which is within Marion County are enclosed.

Three prints of the right-ofmway map (98-7-14) covering this project are being forwarded to you under separate cover.

The descriptions referred to above are as follows:

File No.	Name
44321A	Merle E. Staehely et ux
44321B	William J. Miley (Estate)
44321C	Herman E. Staehely et al
44321D	William E. Miley et ux
44321E	Trailer Tillicums of Oregon
44321F	James C. Wiggins et ux
44321G	William A. Johnson et ux

Very truly yours,

H. S. Cox
County and City Engineer

NOTED
MAINOR G. HOLMES

HR

By: Harold Reynoldson
Planning Engineer

HR:ljt
Enclosures

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

April 24-'70

NOTED
H. S. COX

MEMO TO FILES

Re: Airstrip Road-Pudding River Bridge Section
Arndt Road
FAS 117
Clackamas County

On April 23, 1970 I contacted Mr. Glen Green of the B.P.R. concerning the rock slopes on this project.

Because of the expensive necessary additional right-of-way and the additional cost of extending the drainage facilities to contain a 6:1 rock slope, it was determined and approved at that time that the 4:1 rock slopes are more practical and feasible. This is based upon AASHO Geometric Design Standards for Highways other than Freeways as adopted in 1969.

Also during all the preliminary engineering phases of the project the State Resident Engineer was in constant contact with the County and this reflects their wishes and was designed in cooperation with the County road officials.

Harold Reynoldson
Harold Reynoldson
Planning Engineer
County and City Department

HR:ljt

cc: Glen Green, B.P.R.
Frank Terpin
R.D Asbury

NOTED
P. B. Arensmeier

NOTED
MAINOR C. HOLMES

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

NOTED
H. S. COX

COUNTY OF CLACKAMAS
BOARD OF COMMISSIONERS
OREGON CITY, OREGON 97045
656-2641

FRED STEFANI, CHAIRMAN
THOMAS D. TELFORD, COMMISSIONER
ROBERT SCHUMACHER, COMMISSIONER

April 20, 1970

Oregon State Highway Department
City-County Division
State Highway Building
Salem, Oregon 97310

ATTENTION: H. S. Cox

Gentlemen:

Clackamas County held a Corridor and Design hearing at 7:30 p.m., April 7, 1970 for the reconstruction of Arndt Road from the Airstrip Road easterly to the Pudding River.

The roadway was designed by Lowell Stratton, one of your resident engineers. This design was accepted by the people in the area, however, there was some question regarding the culvert size. This Board has reviewed all testimony presented at this hearing along with written comments which were submitted to the County within ten days after the hearing, and feels that Mr. Stratton's design is acceptable in its entirety.

By this letter we are approving Mr. Stratton's design and requesting that right-of-way descriptions be forwarded to our Public Works Department immediately. We would, also, direct that the State make plans for the construction of this roadway during the 1970 construction season.

We understand that the State Highway Commission, along with the Bureau of Public Roads, must approve this design. Please notify this County once approval is obtained so that we may immediately begin right-of-way acquisition.

Attached is a verbatim transcript of the testimony given at the hearing,

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MAY 1 - 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
R. H. PRANGE

NOTED
DON HARWELL

along with copies of letters we have received within ten days after the hearing.

Sincerely yours,

BOARD OF COUNTY COMMISSIONERS

Fred Stefani
Chairman

Thomas D. Telford
Commissioner

Commissioner

PW

CORRIDOR AND DESIGN HEARING

7:30 P.M., April 7, 1970
Canby Council Chambers
Canby, Oregon

Airstrip Road to Pudding River Bridge Section of
Arndt Road, commonly referred to as Red Bridge
Road, FAS 117

MR. FRED STEFANI: This a Corridor and Design hearing, the Airstrip Road to Pudding River Bridge Section of the Arndt Road, commonly referred to as Red Bridge Road.

Ladies and Gentlemen, the time is 7:30, Tuesday, April 7, 1970, which time has been set for the public hearing on the establishment of a Corridor and Design for future right-of-way acquisition and construction on the Airstrip Road to Pudding River Bridge Section of Arndt Road, commonly referred to as Red Bridge Road near the City of Canby, in Clackamas and Marion Counties.

The Board of County Commissioners of Clackamas and Marion Counties are jointly sponsoring this project. It has been agreed by the two Boards that Clackamas County would be responsible for conducting this public hearing.

My name is Fred Stefani, and I am Chairman of the Board of County Commissioners of Clackamas County. So that you may know those seated in the front of the room, I will introduce the following people: To my immediate left is Commissioner of Clackamas County, Tom Telford. To my immediate right, Commissioner of Clackamas County, Robert Schumacher. To my far right, John McIntyre, who is the Director of Public Works for Clackamas County; and on my far left is Wilbur Schick, Clackamas County Right-of-Way Agent.

We also have from Marion County, Theo. W. Kuenzi, Assistant County Engineer of Marion County; and Harvey Thurlwell, who is Right-of-Way Agent for Marion County.

In January, 1969, the Federal Highway Administration put into effect a revised policy and procedure memorandum governing public hearings. This memorandum sets forth the rules under which we are conducting today's corridor and design hearing relating to this proposed Federal-Aid Highway project. We are here to afford you the opportunity to express your opinions regarding the proposal. Further, under the new policy and procedure memorandum, you may make both oral and written statements; and in addition, anyone, regardless of whether he has or has not made a statement today, will have an additional ten days to submit written comments which will be made a part of the record of this hearing. Such written comments should be mailed to the Clackamas County Public Works Department, 902 Abernethy Road, Oregon City, Oregon, within ten days after the public hearing.

This hearing, including all statements and comments, will be transcribed verbatim and sent to the State Highway Department for their review. All testimony given at today's hearing will be evaluated to determine the socio-economic impact and the feasibility of the proposal.

We will follow a schedule in the conduct of this hearing: First, an engineering description of the proposal will be presented; next, a brief explanation of right-of-way procedures will be given; then everyone wishing to make a statement will be given the opportunity to do so.

I will now present John McIntyre, our Public Works Director, who will make the presentation of the engineering proposal.

JOHN MCINTYRE: Thank you Commissioner. The purpose of this proposed project is to improve Arndt Road, Federal Aid Secondary No. 117, from the intersection of the Airstrip Road easterly to the west end of the Pudding River Bridge.

The need for improving this roadway is apparent when the following factors are considered: Number one, the roadway is inundated during periods of high water in the Pudding River. Travel is thereby denied to the local residents who use this facility as a connecting link between the I-5 Freeway and the Canby-Barlow area. Number two, the existing substandard horizontal and vertical alignments have contributed to the many accidents which have occurred on this roadway. The present daily traffic for this facility is 1500 vehicles. The 1990 projected average daily traffic will be approximately 3100 vehicles. This future traffic projection cannot be accommodated by the present facility.

Construction will provide for two twelve-foot lanes with eight-foot paved shoulders on each side. The right-of-way width will vary from a minimum of 80 feet along the level portions of this roadway to a maximum of 240 feet at the crest of the hill which leads to the Pudding River Bridge. The total length of this project is 6,429 feet with the maximum grade being six percent and the alignment being relatively straight. A total of 121,000 cubic yards of excavation will be involved in this project. Guardrail will be installed at the west end of the Pudding River Bridge in order to minimize the danger to the traveling public during the transition of the 24-foot roadway to a 20-foot roadway which now exists on this bridge.

The minimum elevation of the constructed facility will be at elevation 99. Approximately 1300 feet of the existing roadway is below elevation 90, with the lowest point being elevation 86. The 1964 flood was recorded at elevation 93.1 feet in this area.

In order to prevent back water caused by the construction of the fill, four drainage structures must be provided. These structures will be as follows: One 72-inch culvert; one 12-foot by eight-foot concrete box culvert, one 36-inch culvert, and one 54-inch culvert.

In order to install these structures at an economical price, it will be necessary to close this road to the traveling public for a period up to 45 days. This road closure, however, will not deny individuals access to their premises nor the use of emergency vehicles during times of need.

Thank you, Commissioner.

MR. STEFANI: Thank you, Mr. McIntyre. I will now present Wilbur Schick, the Right-of-Way Agent, who will explain right-of-way procedures.

MR. WILBUR SCHICK: Thank you, Commissioner. Any property which is required for the construction of a project, such as the one being discussed tonight, will be appraised on the basis of "Market Value." Market Value is defined as the price a willing buyer would pay for property offered by a willing seller with neither party having any obligation to either buy or sell. To pay more than the Market Value of property would be unfair to the taxpayers who provide the monies for road improvements. To pay less than Market Value would be unfair to the property owner.

In accordance with the Federal-Aid Highway Act of 1968, the following assurances must be given: Number one, that every reasonable effort will be made to acquire real property by negotiation. Number two, that no person shall be required to move from his home, farm or business location without at least 90 days' written notice. Number three, that an amount will be established which is believed to be just compensation and a prompt offer will be made to acquire property for the full amount so established.

The 1968 Federal-Aid Highway Act also liberalized the benefits available to persons who are displaced from their homes, farms or business locations. We are obligated, therefore, to provide relocation assistance to anyone who is displaced and required to move from his home, farm or business location by Federal-Aid Highway programs. The Highway Department has published a brochure explaining the relocation assistance program. Copies of the brochure are available at this meeting.

Thank you Commissioner.

MR. STEFANI: Thank you. Before proceeding further with the testimony, I would like to introduce Mr. Lowell Stratton, who is the Resident Engineer of the Oregon State Highway Department. And we also have Dick Lenz, who is the Hydraulic Engineer of the Oregon State Highway Department; and Mr. Al Harwood, Assistant Engineer of the Oregon State Highway Department. Also, Pat O'Neil, with the Bureau of Public Roads, Assistant Area Engineer.

At this time statements will be taken for or against the proposal, and I want to again assure you that the entire proceedings of today's hearing are being recorded and will be reviewed and evaluated. Once again I would like to remind you that we will accept additional written comments for ten days after the close of the hearing. We ask you to confine your remarks to the relative merits of the proposal. Problems of personal concern may be discussed and perhaps resolved after the close of the hearing.

I would like to first call on any elected city officials, I see we have a couple of them in the audience, if they have any statements to make at this time. Are there any Legislators in the crowd? Any County officials, besides these at the table? Any heads of governmental agencies? Chamber of Commerce? We have our President here. If you will come forward, please.

EARL OLIVER: - Mr. Chairman. I don't have too much in comments to make on this. I think after all the examining you've done, you fellows know more about it probably than what we do right here with it close by; but, I represent the Chamber of Commerce of Canby, and we have been working for a couple of years now to try to get the, this Arndt Road repaired so that it would be safer and could be used for the entire year. It seems that this winter so far, I think that it has probably been closed about three weeks, and last winter it was closed approximately three months. In fact, when the fall season hits, after the first flood the people discontinue going that way and go around because they hate to make the trip there and then have to back up and go around the other way. It just takes them that much longer, so they arrange to go around the bulk of the year. Also, when it is being used, there have been so many accidents; and, naturally, we'd like to eliminate any of the hazards that we can.

When this particular area is closed and you want to leave Canby from the north side, which we are on now, going to Portland you would cross the railroad twice going and twice coming back. That would be four times that you'd have two extra crossings. This also is dangerous and many times you're delayed because of trains,

etc.which takes additional time. Now, if you're on the south side of Canby, it would'nt make quite so much difference, as far as the railroad crossings are concerned, but we have many people. We figure as an economic phase, as far as Canby is concerned, our area, of course, is far more attractive if we have faster access to Portland, of course from a Chamber of Commerce standpoint, which is what we're particularly interested in. I'm sure you'll have testimony here from the schools, which will be telling you how much better it will be for transporting the youngsters, etc. I think at this time that's all I have to say; however, we will have a written statement for you from the Chamber of Commerce.

MR. STEFANI: Thank you. Anyone here from any utilities who might be interested in this project?

First card I have in my hand is Charles MacKenzie, 1150 N. Locust, Canby, representing the Canby Union High School.

MR. CHARLES MAC KENZIE: Gentlemen, on behalf of the Canby Union High School Board, we are particularly interested, of course, in regards to the Arndt Road proposal, because of the fact that at the present time we find it quite hazardous, as far as operating our school busses are concerned. And during the year, we've had one accident, primarily because of the fact that the road is fairly narrow; and where the accident happened, there were no shoulders, and the bus pulled off to the side a little bit and it went into the ditch. Fortunately, it was on its return trip to the school, therefore, there were no students on the bus, and as a result, of course, no one was injured. But we find the road particularly hazardous, and we avoid it primarily in the evening with our busses, due to the heavy traffic that is coming out from the Portland area; and so as a result, our busses go by way of Aurora in order to avoid that particular congestion. Also, because of the hilly part of the road, we find it rather difficult, of course, to maneuver the sharp curves on the road, and without having to cross the center line, which we realize, of course, is quite dangerous, as far as our bus passengers are concerned. And, ah so we're certainly in very much in favor of the proposal as it has been outlined. Also, of course, we find the road particularly hazardous when we have some ice or frost; and this is particularly dangerous on the hill and also on the bridge. And, we certainly would like thank or someone who is responsible, of course, for the grading that has already taken place on the, on this side of the Pat's Acres part of the road; and I think there's been two or three real bad hazards that have been removed as a result of this particular grading. And, this has been an improvement. And I think this is all that I have to say at this time.

MR. STEFANI: The next card I have here is Jerry Dayton, an Aurora address (Rt. 1, Box 824, Filbert Street, Aurora, Oregon 97002), representing the Trailer Tillicums.

MR. JERRY E. DAYTON: Mr. Stefani and gentlemen.

MR. STEFANI: Would you please come forward, please, Jerry?

MR. DAYTON: I fully agree that we do need the road widened and straightened; and I don't there was-- any specifications on the height? What it is going to be? I was with the Trailer Tillicums and quite concerned about the water backing up. I noticed you read in there on the culverts. One 72-inch culvert, one 12 by 8, one 36 and one 54. Now, if this water that comes down there were just from the river bank that comes over right close to our park, there would be no problem about these culverts taking care of it. But the water starts clear

over to the foot of the hill, because that river makes a bend, way up around like that. And that whole thing is awash down through there, and I don't know, but I just fear that these, this amount of culverts would take care of that. As, because you'd be just like you have a dike in there. There's no doubt that it's needed, the road is needed to be widened and straightened and stop that killer with that going up around that hill where there's been so many accidents. Because being out at the Park several times, we have heard crashes that have been over there where there's been headons, and they've climbed the bank and everything else. So I agree on that about having the road widened, and raised and straightened, fine and dandy if we are sure that these culverts, which I think isn't enough. Now, if they had four 12 by 8's, that might help, a little bit better, but I can't see where a 36 and a 54-inch culvert would do any good there at all, because there's no place for the water to go after it goes through, because it's just as high on the other side of the road. So, I think if this could have a little more study on the culvert end of it, because like I say, the water isn't coming right from the river at that point by the bridge, it's coming clear off to the side right down through, I presume the Engineers went through the Park and looked it over or so if ah, my suggestion that they'd look into it a little closer on the culvert situation. Thank you.

MR. STEFANI: Thank you. That question will undoubtedly be answered by the Engineer from the State Highway Department after the hearing. The next card I have here is Rudy Reinertson, of Canby--representing the City of Canby, (1225 Armine, Canby, Oregon 97013).

MR. R. A. REINERTSON: As a City Councilman and a citizen of Canby, I want to go on record as being very much in favor of this project. And I want to compliment you people for going to make it possible for us to get a better access to the freeway. Thank you.

MR. STEFANI: Thank you. Norman Christensen, of Canby, Oregon, representing the Canby Fire Department.

MR. NORMAN CHRISTENSEN: Mr. Chairman, we're very much in favor of improving this road, also. It seems like every year we're down there two or three times during the high water on rescue. We get our boat out in that, and it seems like we're the only party in the area that's equipped for rescue work. I don't know why this year, but we really lucked out with the high water, but as I say, it's two or three times a year we're down there for rescue work. And also, we've had quite a few accidents on that "S" curve on the hill, and I know this would be an improvement to us. We're very much in favor of it. Thank you Mr. Chairman.

MR. STEFANI: Thank you. L. A. Wright, of Barlow, Oregon.(Box 2, Barlow, Oregon 97003). He's representing himself. Mr. Wright?

MR. L. A. WRIGHT: Well, I'm like the man from Tillicum's Trailer Court, I'm kind of doubtful about the culvert size, because I live down in there, I know the amount of water that goes down through the valley there. I've saw it clear across my place and up onto some of the neighbors, and it goes so fast that it, ah, ah motor boat cannot go against it. I saw a man taken out down there here in '64 with a motor boat; before he got it started and headed into the current, it took him over into the field about 50 feet off'n the Bridge Road. And I live a mile from the river, and I think that the culvert size is very small for the amount of water that goes down through the valley there. And I'm in favor of the road, I think it needs improved and all that, but I think if that road from bridge clear on down to the hill was all culvert, it wouldn't be sufficient to carry some of the water

when it goes down in there like it did in '64, and even like it went down there this year.. Thank you.

MR. STEFANI: Thank you. That's all the cards I have in hand.

MR. WINSTON KURTH: Anymore cards?

MR. DAYTON: Mr. Stefani and others. Ah, one thing I meant to suggest, ah, have they thought about putting an overhead in there? A ramp?

MR. STEFANI: I think these questions will be answered later.

MR. DAYTON: Oh, thank you.

MR. STEFANI: Anyone else wishing to make a statement? Virgie M. Johnson? 557 Sunset Blvd., Toledo, Oregon 97391, representing self.

MRS. VIRGIE M. JOHNSON: We own the little cabin to the west of the bridge, and I just wanted to verify the amount of water, not the height, but the amount of water that comes through in high water. It's a terrific rate of speed that it does come through. Even our driveway, as you will notice, on the other side of the bridge all our gravel goes out to the middle of the road immediately from the driveway. And, ah, it isn't the height of the water that batters the cabin, it's the speed of the water that comes through; and if they really realized the volume, I know that little bit of culvert isn't going to hold it. It isn't.

MR. STEFANI: Thank you. Has everyone had a chance to give his or her comments on the proposal? (Pause) Is anyone present who might have said "No" on a card, but would like to change his mind and make remarks at this time? (Pause) For the last time, is there anyone present who wishes to make a statement? (Pause) There being no further testimony, I thank all of you for being present this evening, and now declare this hearing officially closed at 7:54 o'clock.

Canby

CHAMBER OF COMMERCE

CANBY, OREGON

P.O. BOX 35
ZIP CODE 97013

The Garden Spot

April 16, 1970

Clackamas County Public Works Dept.
902 Abernethy Road
Oregon City, Oregon 97045

Gentlemen:

For several years, Canby Chamber of Commerce has sought for public benefit the improvement of Arndt Road, to the west of the city, to allow its use as a year-around facility.

The project has been actively promoted the past two years as traffic has increased between growing Canby and Interstate 5 northbound, and on the route to 99W and coastal points.

During heavy rainfall periods, the Pudding River's overflow has blocked use of Arndt Road for as much as three months in one winter. After the first flood period, many travelers avoid its use until spring. Innumerable vehicular accidents have occurred on the road, particularly on the curving hill portion, where ice and frost conditions add to the hazards of winter travel.

Because of the road's condition--narrow and shoulderless--school buses bypass Arndt Road and travel a more circuitous route to reach westerly portions of the union high and grade school districts. By so doing, mileage costs are increased to the districts, and the children are subjected to hazards of two to four railroad grade crossings each day.

Frequently Canby's Volunteer Fire Dept. must take its rescue squad and equipment to remove stranded motorists from cars which have ventured into too-deep overflow water in the low-lying sector.

Commuters between Canby's heavily populated north portion and the Portland vicinity must make railroad crossings in four places at grade level when Arndt Road is not open to travel.

These are some of the reasons Canby Chamber of Commerce cannot overemphasize the need for widening, realigning and otherwise improving this important thoroughfare.

We urge that the work begin and push to completion as rapidly as possible.

Very truly yours,

Earl Oliver

EARL OLIVER, President

EO:mw

NOTICE

...ce is hereby given that ...amas and Marion Coun... propose to hold a Corri... and Design Hearing per...ining to their proposed ...lans for future right-of-way acquisition and construction on the Air-strip Road to Pudding River Bridge section of Arndt Road, commonly referred to as Red Bridge Road, near the City of Canby and in Clackamas and Marion Counties.

The proposal consists of the reconstruction of the 1¼ mile section of road to a two-lane facility with a full top width of forty feet consisting of twenty-four feet of lane width and eight-foot paved shoulders. The vertical alignment will be altered to provide adequate passing and stopping sight distance. Horizontal alignment changes will eliminate the sharp curves existing west of Red Bridge. The road elevation will be raised at the approach to Red Bridge to eliminate annual inundation of roadway.

Prior to the public Hearing, interested persons are invited to preview the proposed highway design and exhibit maps at a preliminary meeting at 6:30 o'clock p.m., Tuesday, April 7, 1970 in the Council Chambers of City Hall, Canby, Oregon.

The public Hearing pertaining to the Corridor and Design will be held promptly at 7:30 o'clock p.m., Tuesday, April 7, 1970 in the Council Chambers of the City Hall, Canby, Oregon. At this time anyone desiring to express an opinion relating to this Corridor or Design proposal is invited to do so. In addi... persons who may be affected by the project.

Published March 5, 12, 19, 26, and April 2, 1970.

FOLD

Affidavit of Publication

STATE OF OREGON }
COUNTY OF CLACKAMAS } ss.

I, - - William G. Weston, - - -

COUNTY OF CLACKAMAS
DEPARTMENT OF PUBLIC WORKS

902 ABERNETHY ROAD, OREGON CITY, ORE. 97045

JOHN C. McINTYRE, Director Phone 655-3311, Ext. 281

NOTED
H. S. COX

April 20, 1970

RECEIVED
APR 24 1970
ENGINEER
COUNTY & CITY DIVISION

Mr. Harold Reynoldson
City-County Division
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Reynoldson:

Re: Base Design for FAS 681, 943 & 117

A review of base design data submitted to Clackamas County has been made.

The following base designs are being requested by Clackamas County for FAS projects in our County:

1. Arndt Road, FAS 117, Airstrip Road to Pudding River

Lime Treated Subgrade	6.0"
Crushed Base 1-1/2"-0	9.5"
Leveling Course 3/4"-0	2.0"
Asphaltic Concrete	3.5"

2. Boones Ferry Road, FAS 681, Country Club Road to Harvey Way

1-1/2"-0" Crushed Base	6.0"
Plant Mix Bituminous Base	9.0"
Asphaltic Concrete	4.0"

3. Bonita Route, FAS 943, S. W. Tigard Interchange to S. W. Boones Ferry Road

Lime Treated Subgrade	6.0"
Cement Treated Base	8.5"
Asphaltic Concrete	4.0"

Copy to: Clarence Gregg
Frank Terpin
C.G Swanson

NOTED
HAROLD REYNOLDSON

Very truly yours,

NOTED
P. B. Arensmeier

John C. McIntyre
Director of Public Works

By Winston W. Kurth
Winston W. Kurth
Deputy Director of Public Works

NOTED
MAINOR C. HOLMES

NOTED
R. H. PRANGE

WWK:mak

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

FORM E-80-X (12-67)

NOTED
H. S. COX

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 7, 1970

To: D. J. Barbee
DESIGN ENGINEER

SUBJECT: High Water Data
Airstrip Road-Pudding River Section
Pudding River-Knights Bridge Rd. Section
Arndt Road
FAS 117, Clack 6

Attached is a print of the location profile on which there are several high water elevations that were not shown on the original profile. These high water elevations indicate the proposed cross-culvert at station 157+75 should be raised. ?

Please have the grade of the proposed cross-culvert raised and have the high water data shown on the profiles of both of the above described sections.

R. D. Asburry
DIVISION ENGINEER

by Gerald W. Wimer

Gerald W. Wimer
ASST. DIVISION ENGINEER

GWW/cg

Attach.

cc: H. S. Cox
W. H. Tebeau

RECEIVED
APR - 8 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
HAROLD
REYNOLDSON

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

SALEM, OREGON
April 6, 1970

Airstrip Road-Pudding River Bridge Sec.
Arndt Road
FAS 117
Clackamas County

Mr. D. J. Barbee
Design Engineer
BUILDING

Attention: Mr. P. L. Carstensen

The survey data for the above project has been examined and it has been found to be consistent with the project requested by the County and approved by the Highway Commission.

Harold Reynoldson
Planning Engineer
County and City Department

HR:ljt

NOTED
DON HARWELL

NARRATIVE REPORT

Pudding River Bridge - Knight Bridge Rd. Sec.
Arndt County Road FAS 117
Clackamas County
Prefix: 7934 - 569
Lowell M. Stratton, Res. Eng.
March 27, 1970

This survey was requested by Clackamas County for the survey and preparation of the plans for the construction by county forces.

The westerly end of the project is at the east end of the Pudding River bridge at Station 166+19.39 and the easterly end is at Station 184+84.31.

The alignment follows the existing alignment, except the curve to the overflow structure has been reduced to a 12° curve and across the structure the 30° curve was pulled closer to the structure eliminating the reverse curve to the north.

The high water this winter showed that the existing overflow was necessary. The trees and brush in the overflow channel should be removed from the channel bed both above and below the structure as this would improve the flow. A study of the flood flow characteristics showed a need for additional drainage structures and this was taken care of by installing a single 60" Arch-Type culvert at Station 174+00, twin 60" Arch-Type culverts at Station 177+00, and a 12'wide and 4'high RCBC at Station 171+00. Due to the weakness of soils in this area, the drainage structures will require sub-excavation for four foot and back fill with a shot rock material. Bedding material has been allowed for over the shot rock to protect the drainage structures.

The grade was raised at the Pudding River bridge for safety. With the improved section to the west of Pudding River it would be very dangerous for traffic to drop too low off of the Pudding River bridge. This raise in profile will facilitate the raising of the grade to the east in the future.

The material for the embankment is expected to come from the cut at Station 141+00 to 147+75 by flattening the slopes and taking out the old roadbed in this area. Subsequently, the work on this unit cannot start until the contractor is completed on the Airstrip Rd. - Pudding River Bridge Unit.

This project will have to be constructed under traffic. A construction easement is required to detour the traffic around the 12'wide by 4'high box culvert at Station 171+00.

Lowell M. Stratton
Resident Engineer

LMS/jld

NARRATIVE REPORT OF SURVEY

Airstrip Road - Pudding River Bridge Section
Arndt County Road FAS 117
Clackamas and Marion Counties
Prefix: 503-1449
Lowell M. Stratton, Res. Eng'r March 25, 1970

This survey was for the purpose of locating, preparing Plans, Specifications, and Estimate of cost for the straightening, widening, and raising of the grade in the flood plain.

The westerly end is at Station 100+12 which is the easterly side of Airstrip County Road. The easterly end is at the west end of the Pudding River Bridge, at Station 164+29.93.

The grade was rolled between Station 100+12 and 120+00 to reduce grading quantities and the amount of drainage structures required from Station 106+50 to 111+00. Cut slopes are below standards in some areas to reduce R/W but are never steeper than 2:1. The grade from Station 150+00 to 164+29.93 was raised higher than anticipated, for safety, due to the camber in the Pudding River Bridge, and to meet future requirements when the bridge is rebuilt.

The alignment stayed on the county line to Station 152+94.34, which is the Township corner for 3 South and 4 South on the Willamette Meridian. From this point the alignment runs a little North-easterly of the county line to meet the center of the Pudding River Bridge.

Drainage requirements: From the westerly end of the project the roadside ditch carries the drainage to Station 108+47, then a 24" culvert carries it down the slope to a manhole. At the manhole, another "short" 24" brings in the water from the draw to the Northwest. Then a 30" culvert discharges to another manhole, where a small concrete box culvert will connect. Then a 36" outfall culvert carries the water away from the grade, discharging into an existing draw. At Station 110+60 there is an existing 2' wide by 1'-6" high concrete box culvert, with the top having a rise of 9 inches. At present the concrete box has been extended with 24" CMP which leaves some bad shoulders to catch debris and plug the box. Due to the amount of water flowing through this installation at this time of year, it wasn't possible to make a complete investigation. By crawling in the lower end, measurements were made of the concrete box and by the use of a hammer it was decided the existing concrete culvert can be extended.

The culverts in the flood plain were located and the flow line elevations were determined after Hydrologic and Hydraulic studies were made by Preliminary Studies Section. After the report was made, I was directed by telephone to change the double 10'wide by 5' high RCBC to a 12'wide by 8'high RCBC to better the flow characteristics.

The drainage from Station 149+50 to the river is partially blocked by a farm road on the river bank. This road should have a 72" or larger culvert underneath it.

• Airstrip Road - Pudding River Bridge
503-1449

All drainage structures will need to be sub-excavated from five to six feet and back filled with shot rock with a foot or more of bedding material. Embankment Foundation Fill material is to be paid for by truck measure as the amount of subsidence cannot be determined although it was estimated at 30%, and allowed for. This specification can be for a maximum size rock, between 7 inches and 1 foot and well graded to the fine.

It will be necessary to use Stage Construction to handle the local traffic. From the west, first stage will be to extend the box culvert at Station 110+60 to the south, so the fill can be constructed and traffic moved to the south. Then the box culvert can be extended northward and the other drainage structures constructed. During the grading operation it will be necessary to take traffic through the construction by temporary detours, and by moving traffic from one side to the other side of the roadway. After a section of the roadway has been brought to grade, one half of the roadway is to be lime treated, then traffic moved over on the subgrade and the other half of the roadway is to be treated. At the box culvert installation at Station 153+50, it will be necessary to detour traffic around the area. The other culverts can be installed one half at a time and carry the traffic.

Traffic will have to be carried through the construction, although the main traffic is on the week-ends to Tillicums Trailer Park, and to Pat's Acres east of the Pudding River, catering to summer amusements such as motorcycle and go-cart racing, with picnicking and evening dances. If traffic cannot be maintained through the work area, an alterate route would necessitate an additional 6 miles of travel.

At Station 139+39 on the left, the road approach to the Norman Colvin property is on a six per-cent grade as requested by Mr. Colvin. The road approach on the right at Station 146+50 was requested by the Miley brothers, and to eliminate the existing road approach at Station 150+85. The cost is approximately the same for either approach installation. The new approach is to connect to the existing farm road, and will be rebuilt to the bottom of the hill, as indicated on the map. Also on the Miley property there will be an objection to the taking of the extra right-of-way required for material to complete the Pudding River Bridge - Knights Bridge Road Section. The existing road approach at Station 161+20 was moved to 163+00 although the property owner wasn't contacted. This change was necessary as there was not enough distance between the roadway and the river.

Monument box installations are to replace county line monuments that will be destroyed during construction.

Lowell W. Stratton
Resident Engineer

LWS/jld

FORM E-20 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
H. S. COX

Salem, Oregon
March 24, 1970

To: Mr. R. D. Asburry
DIVISION ENGINEER

O F F I C E

Attention: G. W. Wimer

SUBJECT: Final Soils Report
Pudding River Bridge-
Knight Bridge Road
Station 166+19.39 - 180+90
Clackamas County
Prefix #7934-569-910

The final soils and geology investigations have been completed on the above section. The results of that investigation and recommendations thereof are as follows.

The unit should actually be considered as an extention to the Arndt Road investigation. All conditions are practically identical. The one difference here is that the sub-excavation depths for the pipes and RCBC locations will be slightly less.

Station 166+19.39 - 180+90 Fill Section Maximum Height 8'-10'±

The foundation conditions across this section are relatively poor. The investigation indicated that it will be necessary to sub-excavate the pipe and RCBC location to a depth of -4'-5'. The upper material is too weak to give adequate support, but since the material is predominatly sand and silt and will compress under weight, an adequate support can be reached at the -4'-5' depth. These stations are: 170+50, 174+00, and 178+50.

See accompanying drill logs and probe logs.

William R. Fretwell
DIVISION B GEOLOGIST

WRF/sjs
D. J. Barbee
G. L. Decker
George Wills
Lowell Stratton

RECEIVED
APR - 1 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
R. D. ASBURRY

NOTED
GERALD WIMER

NOTED
DON HARWELL

SOIL AND GEOLOGICAL EXPLORATION LOG
Construction Division

NG R. BR. - KNIGHT BR. RD. Date MAR. 16, 1970

OUNTY ROAD Resident Engineer STRATTON

7934 - 569 County CLACKAMAS

Used HAND PROBE

13 1-2" Station L 170 +00 Lt. _____ C.L. _____ Rt. 25

Location _____

urpose of Work FOUNDATION

Hole No. 101

Soil & Rock				Drill		Sampler & Hammer
Soil Type	% Pass 200	P.I. / L.L.	% Moisture	Driving Resistance Blows/ 12 in.	Depth Ft. From | To.	O.D. 1" WT. 20# FALL 18"
						OTHER INFORMATION
						HOLE # 101 - STA. 170+00 RT. 25'
				0	0-1	PUSHED ROD.
				3	1-2	
				2	2-3	
				5	3-4	
				5	4-5	
				2	5-6	
				3	6-7	
				4	7-8	
				9	8-9	
				9	9-10	
				12	10-11	
				16	11-12	
				14	12-13	
				25/2"	13'-13'2"	
						Water Level 2'
						Driller _____
						Recorder R.A. Wiest

SOIL AND GEOLOGICAL EXPLORATION LOG
Construction Division

DING R. Br. - KNIGHT Br. Rd. Date Mar. 18, 1970

COUNTY ROAD Resident Engineer STRATTON

2934 - 569 County CLACKAMAS

nt Used HAND PROBE

12'2" Station ℄ 170 + 00 Lt. ____ C.L. ____ Rt. 50'

Location ____

rpose of Work FOUNDATION

Hole No. 107

Soil & Rock				Drill		Sampler & Hammer
Soil Type	% Pass 200	P.I. / L.L.	% Moisture	Driving Resistance Blows/ 12 in.	Depth Ft. From / To	O.D. 1" WT. 20# FALL 18" OTHER INFORMATION
				0	0 - 1	WT. OF HAMMER PUSHED ROD.
				5	1 - 2	
				1	2 - 3	
				4	3 - 4	
				8	4 - 5	
				1	5 - 6	
				3	6 - 7	
				4	7 - 8	
				5	9 - 9	
				7	9 - 10	
				8	10 - 11	
				12	11 - 12	
				25/4"	12' - 12' 2"	

Water Level ____

Driller ____

Recorder R. H. West

SOIL AND GEOLOGICAL EXPLORATION LOG
Construction Division

PUDDING R. Br. - KNIGHT Br. Rd. Date MAR. 18, 1970

Way COUNTY ROAD Resident Engineer STRATTON

Fix 7934 - 569 County CLACKAMAS

Equipment Used HAND PROBE

Depth 10' 2" Station ℄ 120+00 Lt. 25' C.L. Rt.

Hole Location

Purpose of Work FOUNDATION

Hole No. 103

Soil & Rock				Drill		Sampler & Hammer
Soil Type	% Pass 200	P.I. / L.L.	% Moisture	Driving Resistance Blows/ 12 in.	Depth Ft. From / To	O.D. 1" WT. 20# FALL 18" OTHER INFORMATION
				5	0-1	
				1	1-2	
				1	2-3	
				2	3-4	
				4	4-5	
				5	5-6	
				4	6-7	
				4	7-8	
				5	8-9	
				6	9-10	
				20/2"	10'-10½"	

Water Level 2'

Driller

Recorder R. H. Crisp

OREGON STATE HIGHWAY DEPARTMENT

SOIL AND GEOLOGICAL EXPLORATION LOG
Construction Division

Project PUDDING R. BR. - KNIGHT BR. RD. Date MAY 18, 1970

Highway COUNTY ROAD Resident Engineer STRATTON

Prefix 7934 - 569 County CLACKAMAS

Equipment Used MUD PROBE

Depth _____ Station 6 120 + 00 Lt. 50' C.L. _____ Rt. _____

Hole Location _____

Purpose of Work FOUNDATION

Hole No. 104

Soil & Rock				Drill		Sampler & Hammer
Soil Type	% Pass 200	P.I. / L.L.	% Moisture	Driving Resistance Blows/ 12 in.	Depth FT. From / To	O.D. 1" WT. 20# FALL 18"
				4	0 - 1	OTHER INFORMATION
				1	1 - 2	
				6	2 - 3	
				8	3 - 4	
				5	4 - 5	
				6	5 - 6	
				7	6 - 7	
				10	7 - 8	
				12	8 - 9	
				6/6"	9' - 9'-6"	
				20/4"	9'-6" - 9'-10"	

Water Level _____

Driller _____

Recorder R. A. Elliott

SOIL AND GEOLOGICAL EXPLORATION LOG
Construction Division

ject PUDDING R. BR. - KNIGHT BR. RD. Date MAR. 18, 1970

hway COUNTY ROAD Resident Engineer STRATTON

efix 7234 - 569 County CLACKAMAS

quipment Used HAND PROBE

epth _____ Station _____ Lt. _____ C.L. _____ Rt. _____

Hole Location _____

Purpose of Work FOUNDATION

Hole No. 105-107

Soil & Rock				Drill		Sampler & Hammer
Soil Type	% Pass 200	P.I. / L.L.	% Moisture	Driving Resistance Blows/ 12 in.	Depth FT. From / To	O.D. 1" WT. 20# FALL 18"
						OTHER INFORMATION
						HOLE # 105 STA. 174+00 Lt 25'
				4 Blows	0-1	
				7	1-2	
				19	2-3	
				15	3-4	
				12	4-5'	
				25/4"	5'-4"	
						HOLE # 106 STA. 174+00 Lt 50'
				2 Blows	0-1	
				5	1-2	
				8	2-3	
				1.	3-4	
				1	4-4'6"	
				110	4'6"-5'	
						HOLE # 107 STA 174+00 Rt 25'
				wt.	0-1	
				3	1-2	
				5	2-3	
				6	3-4	
				8	4-5	
				6	5-6	
				10	6-6'6"	
				19/3"	6'8"-7'	
						Water Level
						Driller
						Recorder [illegible]

SOIL AND GEOLOGICAL EXPLORATION LOG
Construction Division

8 8

Project PUDDING R. BR. - KNIGHT BR. RD. Date MAR. 18, 1970

Highway COUNTY ROAD Resident Engineer STRATTON

Prefix 7934 - 569 County CLACKAMAS

Equipment Used HAND PROBE

Depth _____ Station _____ Lt. _____ C.L. _____ Rt. _____

Hole Location _____

Purpose of Work FOUNDATION

Hole No. 108 - 109

Soil & Rock				Drill		
Soil Type	% Pass 200	P.I. / L.L.	% Moisture	Driving Resistance Blows/ 12 in.	Depth Ft. From	To
						HOLE 108 STA 174+00 Rt 50'
				6	0	1
				11	1	2
				7	2	3
				7	3	4
				9	4	5
				8/12"	5'	2"
						Hole # 109 178+50 Lt 25'
				5	0	1
				7	1	2
				7	2	3
				9	3	4
				8	4	5
				8	5	6
				5	6	7
				10	7	8
				12	8	5"
				25/3"	8'3"	9'

Sampler & Hammer

O.D. 1" WT. 20# FALL 18"

OTHER INFORMATION

Water Level _____

Driller _____

Recorder [illegible]

SOIL AND GEOLOGICAL EXPLORATION LOG
Construction Division

Project PUDDING R. BR. - KNIGHT BR. Rd. Date MAR. 18, 1970

Highway COUNTY ROAD Resident Engineer STRATTON

Prefix 7934 - 569 County CLACKAMAS

Equipment Used HAND PROBE

Depth _____ Station _____ Lt. _____ C.L. _____ Rt. _____

Hole Location _____

Purpose of Work FOUNDATION

Hole No. 110 - 111

Soil & Rock				Drill		Sampler & Hammer
Soil Type	% Pass 200	P.I. / L.L.	% Moisture	Driving Resistance Blows/ 12 in.	Depth FT. From / To	O.D. 1" WT. 20# FALL 18"
						OTHER INFORMATION
						HOLE # 110 Sta. 178+50 Lt 50'
				3	0-1	
				7	1-2	
				4	2-3	
				4	3-4	
				3	4-5	
				4	5-6	
				2	6-7	
				7	7-8	
				6	8'-8'6"	
				.25/6"	8'6"-9'	
						HOLE # 111 Sta 178+60 Rt 70'
Probe				0	0-1	
				2	1-2	
				2	2-3	
				3	4-5	
				4	5-6	
				4	6-7	
				20	7-8	
				32	8'-8'6"	
				50	8'8"-8'11"	
						Water Level _____
						Driller _____
						Recorder [illegible]

SOIL AND GEOLOGICAL EXPLORATION LOG
Construction Division

Project PUDDING R. BR. - KNIGHT BRO. RD. Date MAR. 18, 1970

Highway COUNTY ROAD Resident Engineer STRATTON

Prefix 7834 - 567 County CLACKAMAS

Equipment Used 4" MOBILE DRILL & 3" SPLIT-TUBE AUGER

Depth 0-13 Station 170 + 05 Lt. 15' C.L. Rt.

Hole Location

Purpose of Work

Hole No. 70-1

Soil & Rock				Drill		Sampler & Hammer
Soil Type	% Pass 200	L.L. / P.I.	% Moisture	Driving Resistance Blows/ 6 in.	Depth From / To	O.D. 2" WT. 140# FALL 30" OTHER INFORMATION
					0-2	TOP SOIL
			35.5	1-1-1-1	3-5'	SILTY FINE SAND (GRAVEL) SOME CLAYS (WET) M. D.
			73.5	1-1-1-1	8-10	DARK GRAY CLAYS, VERY WET AND VERY PLASTIC VEGETATION BUT NO PEAT
					10-13	LOOSE SAND AND GRAVELS
						13' END OF HOLE

Water Level 2'

Driller

Recorder

RECEIVED
MAR 10 1970
FOR FILING

EXECUTIVE DEPARTMENT

TOM McCALL
GOVERNOR

5 CAPITOL • • • • • • • • • SALEM, OREGON 97310

EDWARD G. WESTERDAHL, II
Director

March 10, 1970

Mr. Forrest Cooper
State Highway Engineer
Department of Transportation
Highway Building
Salem, Oregon 97310

HIGHWAY PROJECTS--
TWENTY MILE (TWENTY MILE) BRIDGE SECTION, FAS 902
PILOT ROCK-EAST BIRCH CREEK BRIDGE SECTION, FAS 758
AIRSTRIP RD.-PUDDING RIVER BR. SECTION, FAS 117
COUNTRY CLUB ROAD-HARVEY WAY SECTION, FAS 681
SW. HUNZIKER ST.-LOWER BOONES FERRY RD, SECTION, FAS 943
S. TIGARD INTERCHANGE-BOONES FERRY ROAD SECTION, FAS 943
BARTH CROSSING-U.S. 30 CONNECTION SECTION, FAS 470
FRENCHGLEN HWY.-WILDLIFE HDQTS. SECTION, FAS 824

The above projects have been coordinated with the interested state agencies and all concur with the projects. The provisions of Highway Safety Program Standard No. 312 should be complied with.

The accomplishment of these projects should result in improved traffic safety on these roads.

Ed

Edward G. Westerdahl, II

Young
3-11-70

RECEIVED
MAR 11 1970

COUNTY OF CLACKAMAS
DEPARTMENT OF PUBLIC WORKS

902 ABERNETHY ROAD, OREGON CITY, ORE. 97045

JOHN C. McINTYRE, Director Phone 655-3311, Ext. 281

March 6, 1970

RECEIVED
MAR 9 - 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

City-County Division
Oregon State Highway Department
Salem, Oregon 97310

Gentlemen:

Please find enclosed a map and notice pertaining to the Corridor and Design hearing for acquisition of future right-of-way and construction on the Airstrip Road to Pudding River Bridge section of Arndt Road, commonly referred to as Red Bridge Road in Clackamas and Marion Counties, Oregon. The notice will appear as a paid advertisement in the Canby Herald under date of March 5, 1970 with four subsequent printings to follow at weekly intervals.

The proposal consists of the reconstruction of the 1-1/4 mile section of road to a two-lane facility with a full top width of forty feet, raising of the road elevation at the approach to Red Bridge and both vertical and horizontal alterations.

The public hearing planned for Tuesday, April 7, 1970, at 7:30 o'clock p.m. will be held in the Council Chambers of the Canby City Hall, Canby, Oregon. It will be informative and of general interest and anyone desiring to express an opinion relating to this Corridor and Design proposal is invited to do so. In addition, written statements may be submitted at the hearing or to the Clackamas County Public Works Department, 902 Abernethy Road, Oregon City, Oregon within ten (10) days after the public hearing.

As stated in the notice, prior to the public hearing interested persons are invited to preview the proposed Corridor and Design exhibit maps at a preliminary meeting at 6:30 o'clock p.m. in the Council Chambers.

Qualified State and County personnel will be in attendance to answer any questions from the floor and to discuss the proposal, including relocation assistance programs, with those persons who may be affected by the project.

Yours very truly,

John C. McIntyre
Director of Public Works

NOTED
HAROLD
REYNOLDSON

By Winston W. Kurth

Winston W. Kurth
Deputy Director of Public Works

Copies To: F.B. Klobe
D.J. Barbee
L.H. Young
R.H. Chase
B.P.R.
R.D. Asburry

NOTED
R. H. PRANGE

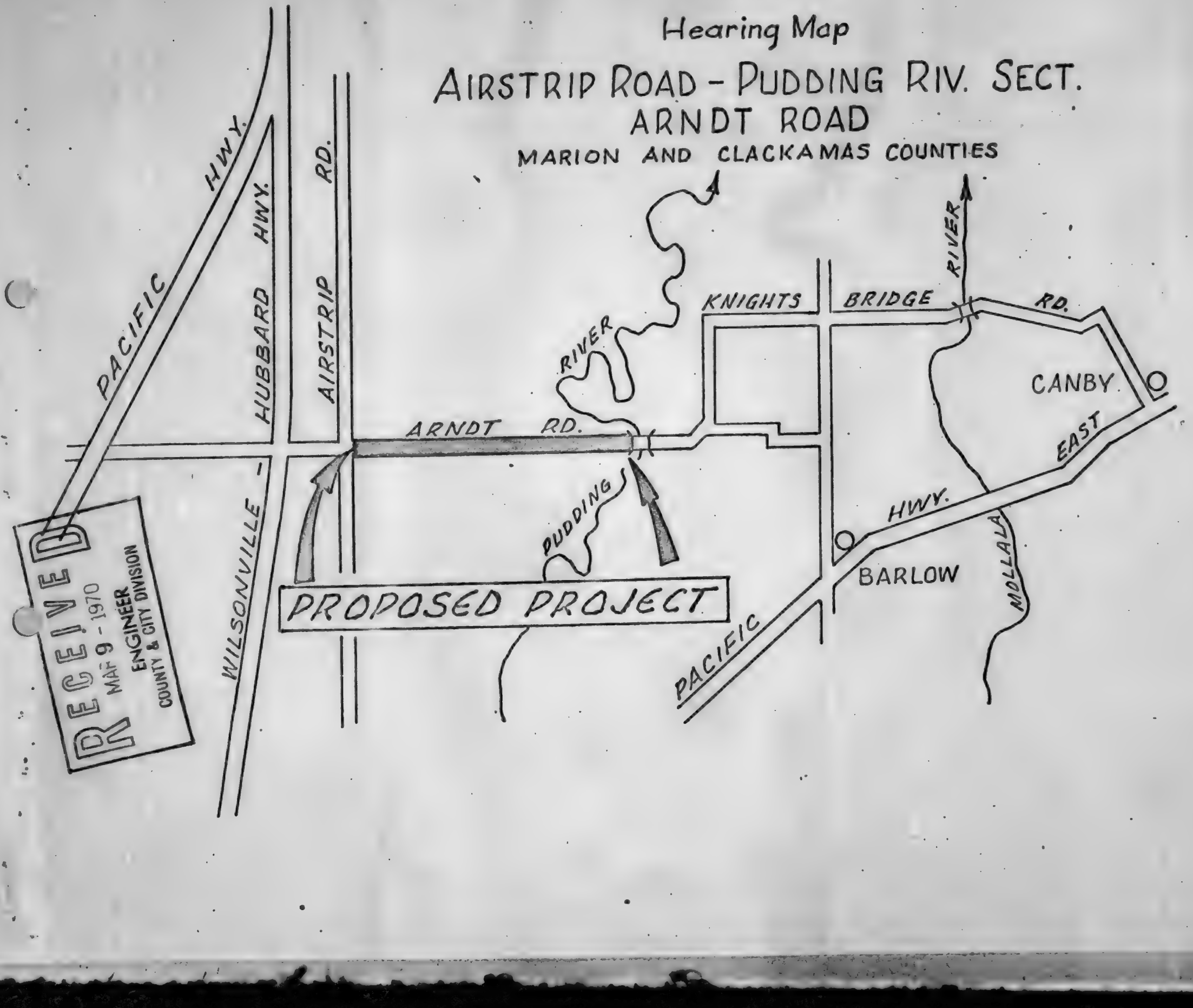
WWK:mak
cls.

NOTED
DON HARWELL

Hearing Map

AIRSTRIP ROAD - PUDDING RIV. SECT.
ARNDT ROAD

MARION AND CLACKAMAS COUNTIES



RECEIVED
MAR 9 - 1970
ENGINEER
COUNTY & CITY DIVISION

NOTICE

Notice is hereby given that Clackamas and Marion Counties propose to hold a Corridor and Design Hearing pertaining to their proposed plans for future right-of-way acquisition and construction on the Airstrip Road to Pudding River Bridge section of Arndt Road, commonly referred to as Red Bridge Road, near the City of Canby and in Clackamas and Marion Counties.

The proposal consists of the reconstruction of the 1-1/4 mile section of road to a two-lane facility with a full top width of forty feet consisting of twenty-four feet of lane width and eight foot paved shoulders. The vertical alignment will be altered to provide adequate passing and stopping sight distance. Horizontal alignment changes will eliminate the sharp curves existing west of Red Bridge. The road elevation will be raised at the approach to Red Bridge to eliminate annual inundation of roadway.

Prior to the public Hearing, interested persons are invited to preview the proposed highway design and exhibit maps at a preliminary meeting at 6:30 o'clock p.m., Tuesday, April 7, 1970 in the Council Chambers of City Hall, Canby, Oregon.

The public Hearing pertaining to the Corridor and Design will be held promptly at 7:30 o'clock p.m., Tuesday, April 7, 1970 in the Council Chambers of the City Hall, Canby, Oregon. At this time anyone desiring to express an opinion relating to this Corridor or Design proposal is invited to do so. In addition, written statements may be submitted at the Hearing or to the Clackamas County Public Works Department, 902

Abernethy Road, Oregon City, Oregon within ten (10) days after the public Hearing.

Clackamas and Marion County personnel will be present to discuss the proposal, including relocation assistance programs, with those persons who may be effected by the project.

RECEIVED
MAR 10 1970
FOR FILING
STATE OF OREGON
1859
5-573(1)
7493

GAME COMMISSION

OFFICE OF THE DIRECTOR

P. O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 222-9611

March 3, 1970

TOM McCALL
GOVERNOR

COMMISSIONERS
GEORGE L. HIBBARD, Chairman
J. PAT METKE, Vice Chairman
JOHN P. AMACHER, Member
JOSEPH W. SMITH, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
State Game Director

cc's sent 3-6-70

F.B. Klaboe
L.H. Young
T.C. Roake (3)
C.G. Swenson
W.H. Tebeau
F.E. Terpin (3)
R.D. Asburry (4)
J. F. Putnam (2)

State Highway Engineer
State Highway Department
Highway Building
Salem, Oregon 97310

Attention Frank L. Hall

Dear Sir:

This is in reply to your letter of January 21, 1970 relative to three prospectuses for location surveys. The projects are:

1. Simmons Creek-Sand Lake Road Section
   Oregon Coast Highway - Tillamook County

2. Airstrip Road-Pudding River Bridge Section
   Arndt County Road, FAS 117
   Clackamas and Marion Counties

3. Eagle Ridge Road-Wocus Bay Section
   Lake of the Woods Highway - Klamath County

NOTED
F. B. KLABOE

As regards the Simmons Creek Section, fish passage will be required at the crossing of Simmons Creek. Excessive siltation should be avoided.

The latter two projects will not have any effect on fishery resources and they are approved.

We appreciate the opportunity to comment.

RECEIVED
MAR 5 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

RECEIVED
MAR 4 1970
OFFICE OF
STATE HIGHWAY ENGINEER

ROK:js
cc: Dir. OFC

Form S-1. X 8M 2-68

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
Medford
KENNETH N. FRIDLEY, MEMBER
Wasco
DAVID B. SIMPSON, COMMISSIONER
Portland

RECEIVED
FEB 27 1970
ENGINEER
COUNTY & CITY DIVISION

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
[redacted]
Roseburg
February 26, 1970

NOTED
H. S. COX

Mr. Warren Smith
Asst'n, Director of Public Works
Clackamas County
Clackamas County Courthouse
Oregon City, Oregon

Dear Sir:

Attached hereto is a list of the property owners and approximate acreage to be taken for the proposed right of way, for the Aiurstip Road-Pudding River Bridge Section and Pudding River Bridge-Knights Bridge Road Section of the Agnis Road, FAS 117. The amount to be deducted for the existing right of way has been computed for an existing 40 feet and a 60 foot width, unless your county surveyor has determined which is the correct width to use, If he has please send us the information.

Very truly yours,

Lowell H. Stratton
Resident Engineer

LHS/alb

cc: Mr. L. D. Asbury
Mr. Gerald V. Milner
Mr. S. H. Cox

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
HAROLD
REYNOLDSON

NOTED
DON HARWELL

RECEIVED
FEB 27 1970
ENGINEER
COUNTY & CITY DIVISION

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET
SHEET 1 OF 1 SHEETS

Birstrip Rd. - Pudding River Br. Seat
Marionas Co. Side Broadt Rd (ERS 117)

Proposed R/W as of Feb 25, 1970

Prop	Owner	Sta. to Sta.			Total R/W Needed	-20ft R/W	-30ft R/W	
Henry & Colvin	Dorothy	100+30±	110+30±		1.31 ac	0.85 ac	0.62 ac	
Robert & Colvin	Iva	113+20±	116+20±		0.64	0.37	0.23	
Robert & Colvin with Sa to	Delila Contract	116+20±	121+10±		0.45	0.23	0.15	
Edward & Strit	Judy ke							
William & Miley	Howard	121+10±	128+05±		0.64	0.32	0.16	
Wesley & Skeen	Beverly	128+05±	131+10±		0.28	0.14	0.07	
Norman & Colvin	Joyce	131+10±	144+50±		1.97	1.17	0.77	
Walter & Colvin	Jennie	144+50±	152+94±		1.97	1.52	1.30	
Warren & Gron	Jean	152+94	164+75±		1.62	1.35	1.22	

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET 1 OF 1 SHEETS

Fudding Rw Br - Knight Br Rd Sect.
Clackamas County — Arndt Rd (EA3 112)

Proposed R/W as of Feb 25 1970

Prop.	Owner	Sta. to Sta.		Total Needed	-20' R/W	-30' R/W
Robert & Henry	Norissa	166+10±	167+80±	023 ac.	0.18 ac.	0.12 ac.
Harold & Cdp	Janet	167+80±	178+00±	1.40	1.05	0.70
Orville & Adam	Bessie	178+00±	181+00±	0.10	0.08	0.05
Pats Acres Inc.		166+10±	167+80±	0.23	0.18	0.12
Charles & Gladys Spiller with Spiles contract to David & Volans Nor		167+80±	181+00±	1.82	1.37	0.91

file → FAS 117
Clack Co

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. [illegible]
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
FEB 27 1970
ENGINEER
COUNTY & CITY DIVISION

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
[illegible]
Woodburn
February 26, 1970

NOTED
H. S. COX

Mr. Harvey [illegible]
Right of Way Agent
Marion County
Marion County Courthouse
Salem, Oregon

Right of Way
Airstrip Rd.-Pudding Riv. Br. Sect.
Arndt Rd. FAS 117
Marion and Clackamas Counties

Dear Sir:

Attached hereto is list of the property owners and approximate acreage to be taken for the proposed right of way for the Airstrip Road-Pudding River Bridge Section of Arndt Road, FAS 117 in Marion and Clackamas Counties. The amount to be deducted for the existing right of way is computed for a 40 foot and a 60 foot right of way.

Very truly yours,

Lowell M. Stratton
Resident Engineer

LMS/alb

cc: Mr. R. D. Ashurry
Mr. Gerald W. Winger
Mr. O. H. Cox

NOTED
P. B. Arensmeier

NOTED
MAINOR C. HOLMES

NOTED
HAROLD REYNOLDS

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

Form E-00-2000

FEB 27 1970
ENGINEER
COUNTY & CITY DIV

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET 1 OF 1 SHEETS

Airstrip Rd - Fudding Fly Br. Sect.
Marion County Line — Brandt Rd (FAS 117)

Proposed R/W as of Feb. 25, 1970

Prop Owner		Sta to Sta			Sta Needed R/W	-20 R/W	-30 R/W
Merle E & Evelyn Starbely		108+30±	to 112+90±		1.19 ac.	2.61 ac.	0.52 ac.
William J. Miley		Across tract			0.10	0.03	0.00
Herman E Starbely		112+90±	126+45±		1.24	0.62	0.31
William E & Howard Miley		126+45±	152+34±		4.39	3.58	3.17
Trailer Tillicums of Oregon		152+94±	156+50±		0.60	0.44	0.36
James C & Pauline Wiggins		156+50±	157+75±		0.17	0.11	0.08
William A & Vergie Johnson		157+75±	164+75±		0.96	0.64	0.48

NOTED
H. S. COX

2-24-70

SECTION: Airport Road - Knights Bridge Road

HIGHWAY: F.A.S. 117

COUNTY: Marion and Clackamas

"PRELIMINARY BASE DESIGN RECOMMENDATIONS"

"R" Value 6

T.C.	A.C.W.S. (F.A.)	A.C.W.S. (I.)	~~Treated~~ A.C. Base	3/4"-0 Level	Crushed Base	L.T.S.	"CBE" Total Requirement	Actual Thickness
7.0	- - -	3.5"	6.0"	- -	- -	6.0"	23.5"	15.5"
			STANDARD CRUSHED					
7.0	- - -	3.5"	- - -	2.0"	14.5"	- - -	23.5"	20.0"
or 7.0	- - -	3.5"	- - -	2.0"	9.5"	6.0"	23.5"	21.0"

#3 by Winston-Kirtle 4/21/70 MH

Should substitutions be made, use the "CBE" Total Requirement column to obtain the "Total Thickness Required", and the table below for values:

1.0"	Asphaltic Concrete W.S. & Base	- 2.0 "	Crushed Base
1.0"	Plant Mix Bituminous Base	- 1.8 "	Crushed Base
1.0"	Cement Treated Base	- 1.8 "	Crushed Base
1.0"	Oil Mat	- 1.1 "	Crushed Base
1.0"	Stone Subbase	- 0.8 "	Crushed Base
1.0"	Lime Treated Subgrade	- 0.8 "	Crushed Base

NOTED
R. H. PRANGE
4/21/70

Above factors apply to materials that comply with Standard Specifications, Supplemental Standard Specifications, and Special Provisions.

NOTED
MAINOR C. HOLMES

Revised to Winston Kirtle

cc County-City
Noted Oscar H. Norberg Division Engineer
Resident Engineer

NOTED
RICHARD UNREIN

NOTED
P. E. Assistant

NOTED
DON. HARWELL

FORM E-30-X (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 19, 1970

To: MEMO TO THE FILES

SUBJECT: Airstrip Road-Pudding River Bridge
Pudding River Bridge-Knights Bridge Road
Arndt Road
Marion-Clackamas County FAS 117

Winston Kurth, Clackamas County Deputy Director of Public Works called yesterday. He wants to hold the hearing for the subject sections April 7 in the Canby City Council Chambers.

The informal session would start at 6:30 P.M. and the formal session at 7:30 P.M. I assured him we would be sufficiently completed with the survey to meet this date. Also that Stratton and likely somebody from this office would be in attendance.

He wanted a hearing sketch for use in the thirty days advance notice. Bob Prange promised to give this to him early next week. He also asked for a meeting about a week in advance so they might become more familiar with the plans as then detailed. This would give them an opportunity for preparation of a hearing statement.

He also discussed the estimates of cost that he wants. He would like the present estimate so he might be forewarned and then another when it is finalized. The present estimate for the Airstrip Road-Pudding River Section is $300,000 or 50% over the $200,000 set up in the schedule. Cox is to arrange a 1:30 P.M. February 24 meeting with both Counties to review these costs.

O.K. Stratton's office

R. D. Asburry
DIVISION ENGINEER

by

Gerald W. Wimer
ASST. DIVISION ENGINEER

NOTED
H. S. COX

GWW/cg

cc: H. S. Cox
Lowell Stratton

NOTED
HAROLD
REYNOLDSON

RECEIVED
FEB 20 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
P. R. Armstrong

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWEL

ATTACHMENT B

NOTICE OF INTENT

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

FROM: Applicant Agency State Highway Division Salem (Address)

Contact Person L. H. Young 2761 (Phone)

1. Project Location

Administrative District 2 City

County Clackamas Special District(s) (if applicable)

Other affected jurisdictions/agencies

---

2. Federal Program

Common Program Name Federal Aid Secondary

Authorizing Legislation Title 23, U.S.C., Highways (Public Law No. and Title)

Fed. Admin. Agency: Dept. Department of Transportation

Agency Bureau of Public Roads

3. Estimated Project Cost

Federal Share ☐ Loan ☒ Grant $120,000 Source of State Agency Share (if any) (Clackamas Co.)

Local Applicant Share 40,000 General Fund - -

*State Agency Share 49,300 Other Funds (specify)

Other (specify) - -

TOTAL $209,300 *Total State Agency Share $49,300

*Indicates totals should be equal.

---

4. Estimated Application Filing Date April 1970

---

5. Project Description (Please use back of page, attaching supplemental sheets if necessary.)
Airstrip Rd.-Pudding River Br. Section, FAS 117
Project to consist of preliminary engineering, right-of-way acquisition, grading, paving and incidental work to improve the existing facility to modern standards.

(over)

RECEIVED
JAN 23 1970
FOR FILING

S-573(1)
7493

PREFIX NO. 503-1449

1-19-70

LOCATION PROSPECTUS
AIRSTRIP ROAD-PUDDING RIVER BRIDGE SECTION
ARNDT COUNTY ROAD, FAS 117
CLACKAMAS AND MARION COUNTIES

HIGHWAY: Arndt County Road, FAS 117.

TERMINI: The westerly terminus is the intersection of Airstrip Road and Arndt Road. The easterly terminus is at the west end of Red Bridge over Pudding River.

LENGTH: 1.25 miles.

PROGRAM: 1970 FAS-C Funds.

NARRATIVE: The purpose of this location survey is to prepare plans, specifications and cost estimate for improving the alignment, widening, grading, and paving. The route will generally follow the existing alignment but will eliminate the curves on the hill to the flood plains. Reconnaissance is not necessary. Soils investigations will be conducted. Hydrologic and hydraulics studies will be made of the flood plain. An economic analysis is not needed at this time.

CHARACTERISTICS: Present ADT 900; projected ADT 1440.

STANDARDS: Class C(2). Deviations from State and AASHO standards are not anticipated.

TYPICAL SECTION: Two 12-foot travel lanes, 8-foot shoulders.

STRUCTURES: None.

ACCESS: No control.

MATERIAL: Commercial sources.

AGREEMENTS: Agreements with Clackamas and Marion Counties will be necessary. An opportunity for a hearing will be offered.

PARKS: None affected.

January 19, 1970
Attachment

NOTED
R. L. PORTER
NOTED
FORREST COOPER

ATTACHMENT B

NOTICE OF INTENT

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

FROM: Applicant Agency State Highway Division Salem (Address)

Contact Person L. H. Young 2761 (Phone)

1. Project Location

Administrative District 2 City

County Clackamas Special District(s) (if applicable)

Other affected jurisdictions/agencies

---

2. Federal Program

Common Program Name Federal Aid Secondary

Authorizing Legislation Title 23, U.S.C., Highways (Public Law No. and Title)

Fed. Admin. Agency: Dept. Department of Transportation

Agency Bureau of Public Roads

3. Estimated Project Cost

Federal Share ☐ Loan ☒ Grant $120,000 Source of State Agency Share (if any) (Clackamas Co.)

Local Applicant Share 40,000 General Fund - -

*State Agency Share 49,300 Other Funds (specify)

Other (specify) - -

TOTAL $209,300 *Total State Agency Share $49,300

*Indicates totals should be equal.

---

4. Estimated Application Filing Date April 1970

---

5. Project Description (Please use back of page, attaching supplemental sheets if necessary.)

Airstrip Rd.-Pudding River Br. Section, FAS 117

Project to consist of preliminary engineering, right-of-way acquisition, grading, paving and incidental work to improve the existing facility to modern standards.

(over)

Length of Project 1.25 miles

Work Narrative

This project is to grade, drain, base and pave with A.C. on improved alignment a roadway 40-feet in width having two 12-foot travel lanes and 8-foot shoulders.

See attached map for geographic location.

RECEIVED
JAN 28 1970
FOR FILING
S-573(1)
7493

PREFIX NO. 503-1449

1-19-70

LOCATION PROSPECTUS
AIRSTRIP ROAD-PUDDING RIVER BRIDGE SECTION
ARNDT COUNTY ROAD, FAS 117
CLACKAMAS AND MARION COUNTIES

HIGHWAY: Arndt County Road, FAS 117.

TERMINI: The westerly terminus is the intersection of Airstrip Road and Arndt Road. The easterly terminus is at the west end of Red Bridge over Pudding River.

LENGTH: 1.25 miles.

PROGRAM: 1970 FAS-C Funds.

NARRATIVE: The purpose of this location survey is to prepare plans, specifications and cost estimate for improving the alignment, widening, grading, and paving. The route will generally follow the existing alignment but will eliminate the curves on the hill to the flood plains. Reconnaissance is not necessary. Soils investigations will be conducted. Hydrologic and hydraulics studies will be made of the flood plain. An economic analysis is not needed at this time.

CHARACTERISTICS: Present ADT 900; projected ADT 1440.

STANDARDS: Class C(2). Deviations from State and AASHO standards are not anticipated.

TYPICAL SECTION: Two 12-foot travel lanes, 8-foot shoulders.

STRUCTURES: None.

ACCESS: No control.

MATERIAL: Commercial sources.

AGREEMENTS: Agreements with Clackamas and Marion Counties will be necessary. An opportunity for a hearing will be offered.

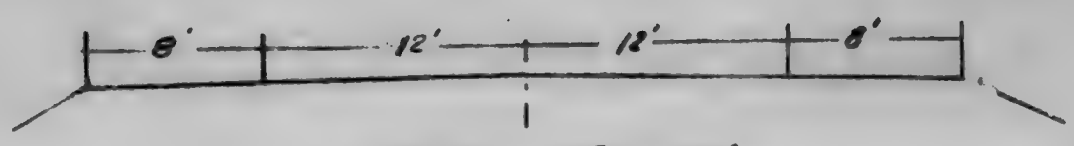
PARKS: None affected.

January 19, 1970
Attachment

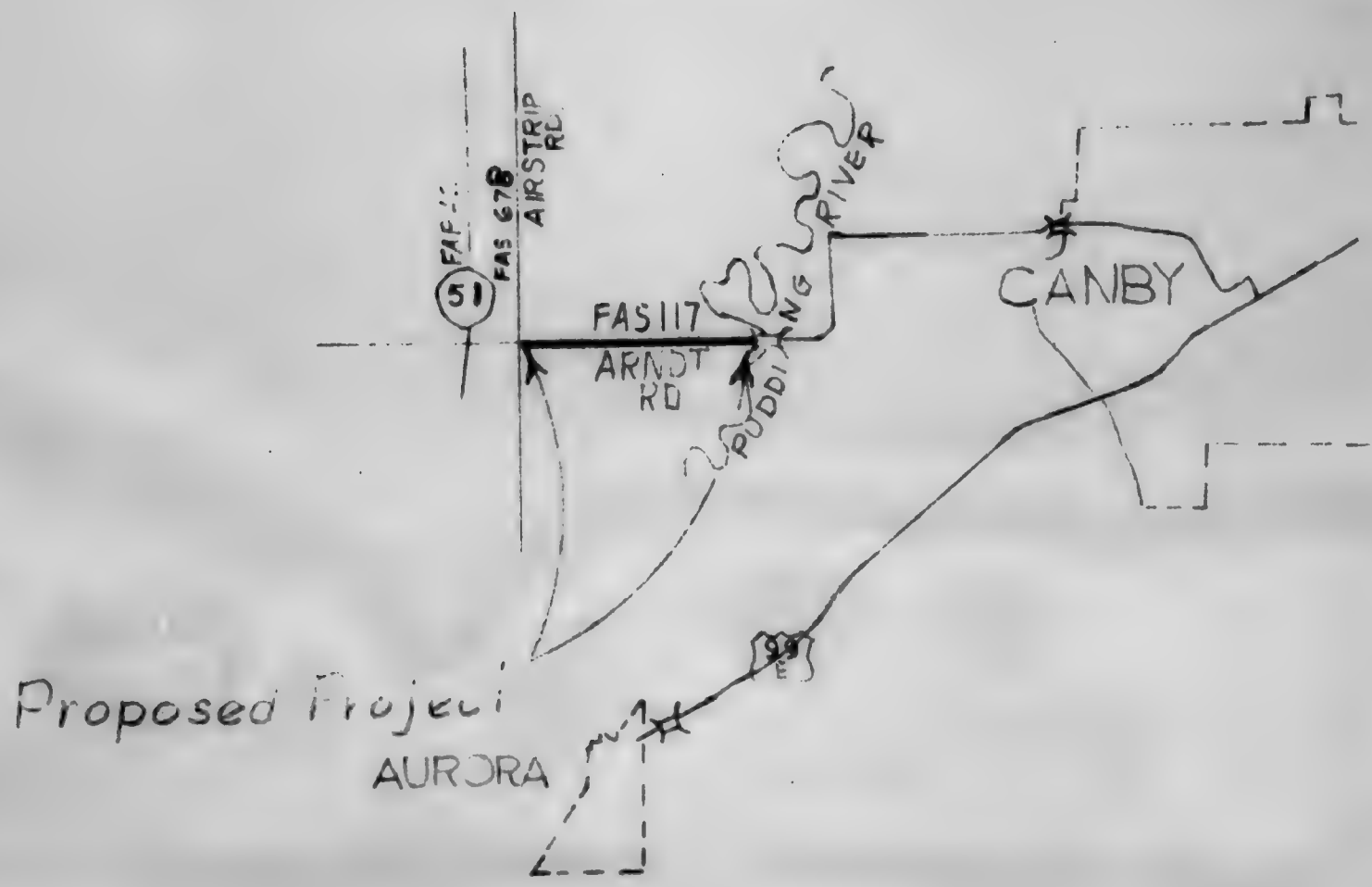
NOTED
R. L. PORTER
NOTED
FORREST COOPER

Oregon State Game Commission
Bureau of Public Roads (3)
R. D. Asburry (4)
Forrest Cooper
Tom Edwards
F. B. Klaboe
V. D. Wolfe
D. J. Barbee
F. B. Crandall
F. L. Hall
E. S. Hunter
Ivan Merchant (4)
D. H. Moehring (3)
F. D. Morgan
L. H. Young
J. M. Cartwright (2)
R. N. Chase
H. S. Cox (2)
B. L. Gifford
W. N. Hackleman
V. J. Johnson
A. D. Olson
R. E. Olson
Jack Rowland
Robert Royer
C. G. Swenson
W. H. Tebeau
F. E. Terpin
F. W. Yarbrough (2)

RECEIVED
JAN 21 1970
OFFICE OF
STATE HIGHWAY ENGINEER



TYPICAL SECTION



Airstrip Road - Pudding Riv. Br.
Arndt Rd.
FAS 117
Clackamas & Marion Cos.

Form FHWA-21 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: December 30, 1969

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : For R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Air Strip Road-Pudding River Section
Arndt Road, FAS 117
Clackamas and Marion Counties

We concur in the proposed section for this route which will consist of 12-foot travel lanes and 8-foot paved shoulders.

This project will be the first stage of the overall development of this route. A project will be let for reconstruction of the Pudding River bridge as soon as funds are available.

Signing and guardrail protection should be provided at the narrow bridge either as a part of this project or with maintenance forces.

1-6-70
REFERRED TO
Young - Cy
By Asst. State Hwy. Engr.

RECEIVED
DEC 31 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 24 1969

OREGON STATE HIGHWAY DEPARTMENT

S-573(1)
7493

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

December 17, 1969

Mr. R. E. Simpson, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97310

Attention: Mr. Glen L. Green
Engineering Coordinator

NO
F. B. KLARGE

Re: Air Strip Road-Pudding River Section
Arndt Road, FAS 117
Clackamas & Marion Counties

Dear Mr. Simpson:

Clackamas and Marion Counties have jointly requested the construction of the subject section of Arndt Road, FAS 117, as an FAS-C project. The two-fold purpose of the project is to eliminate a dangerous section of grade and alignment, and to elevate a section of roadway above the flood plane of the Pudding River.

An on-site conference was held with representatives from this Division, the B.P.R. and the two Counties attending. It was felt that the existing bridge over the Pudding River, although of sound concrete and steel construction, was too substandard in width (20' wide) to remain in the middle of the proposed project. Therefore, it was determined that the project would be shortened to include only that portion of Arndt Road west of the bridge and thus relieve the most critical section of the road. The Counties concurred in this by the attached letter dated November 4, 1969. Clackamas County also, by the attached letter dated December 9, 1969, submitted its intention to widen the structure in the future.

At the request of the Counties, we are proposing that the project be constructed with two 12-foot travel lanes and 8-foot paved shoulders. While the shoulders are below the standards of our Secondary Road Plan, they are nevertheless within the minimum set forth in AASHO's Geometric Design Standards for Highways Other Than Freeways. 1969 traffic counts indicate an ADT of 1200 for this section of road; however, the route traverses open farm land and a recreation park which generates relatively slow speed farm to market and recreational

We consider 8-foot shoulders more than adequate for this type of route and request your concurrence.

Very truly yours,

Forrest Cooper
State Highway Engineer

By R H Ranger
for H. S. Cox
County and City Engineer

RHP:ljt

cc: F. B. Kiaboe
B. J. Barbee
L. H. Young
R. D. Asbury

RECEIVED
DEC 22 1969
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
H. S. COX

COUNTY OF CLACKAMAS

Robert Schumacher, Commissioner
Fred Stefani, Commissioner
Thomas Telford, Commissioner

DEPARTMENT OF PUBLIC WORKS

902 ABERNETHY ROAD, OREGON CITY, ORE. 97045

JOHN C. McINTYRE
Director
Phone 656-2641
Ext. 281

December 9, 1969

Mr. Harold Reynoldson
City-County Division
Oregon State Highway Department
Salem, Oregon, 97310

Dear Mr. Reynoldson:

Re: Red Bridge Road - FAS 117

Clackamas County is aware of the deficiencies of the existing bridge across the Pudding River on subject project.

The priority of widening this structure is such that funds are not immediately available for its construction. We are, however, hopeful of being able to program funds for this bridge within the near future.

Clackamas County is quite aware of potential problems that may occur because of this narrow bridge. If these problems do materialize, more prompt action than planned may be required.

Yours very truly,

John C. McIntyre
Director of Public Works

RECEIVED
DEC 11 1969
ENGINEER
COUNTY & CITY DIVISION

JCM:mak

NOTED
R. H. PRANGE

NOTED
DON HARWELL

NOTED
H. S. COX

MEMO TO FILES

Re: Airstrip Road - Pudding River Bridge
Arndt Road, FAS 117
Clackamas County

Clackamas County Engineer, Mr. John McIntyre, has requested that any excess material on this project be disposed of by placing it along the shoulder of this route on the other side of Pudding River. He has requested that the locating resident engineer or someone from the Division Office contact the County about this before or very early in the location survey.

Harold Reynoldson
Harold Reynoldson
Planning Engineer
County and City Department

HR:ljt

cc: R. D. Asburry

12/12/69

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

Co. Project
(on FAS 117)

COUNTY OF CLACKAMAS

Robert Schumacher, Commissioner
Fred Stefani, Commissioner
Thomas Telford, Commissioner

DEPARTMENT OF PUBLIC WORKS

902 ABERNETHY ROAD, OREGON CITY, ORE. 97045

JOHN C. McINTYRE
Director
Phone 656-2641
Ext. 281

November 21, 1969

Mr. Robert Prange
City-County Division
Oregon State Highway Department
Salem, Oreon, 97310

Dear Mr. Prange:

Re: Red Bridge Road - FAS 117

Clackamas County is requesting that the State Highway Department have their survey and design crews extend the design of subject project from Red Bridge east approximately 1,600 feet to an intersection with Knight's Bridge Road.

This request is being made recognizing that the FAS project stops at the west end of Red Bridge.

Clackamas County agrees to pay the State for the surveying and engineering costs of this requested 1,600 foot extension design.

We, also, ask that consideration be given in the total design for the borrow material needs in the requested extension.

The County is proposing to improve this section of road with its own forces during the same time as the FAS project is underway.

Very truly yours,

John C. McIntyre
Director of Public Works

By Winston W. Kurth

Winston W. Kurth
Deputy Director of Public Works

RECEIVED
NOV 26 1969
ENGINEER
COUNTY & CITY DIVISION

WWK:mak

C.C. F.B. Maboe
D.J. Barbee
R.D. Asburry

NOTED
HAROLD REYNOLDSON

NOTED
MANNOR C. HOLMES

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
J. B. Arensmeier

NOTED
DON HARWELL

RECEIVED
NOV 7 1969
ENGINEER
COUNTY & CITY DIVISION

COUNTY OF CLACKAMAS
BOARD OF COMMISSIONERS
OREGON CITY, OREGON 97045
656-2641

FRED STEFANI, CHAIRMAN
THOMAS D. TELFORD, COMMISSIONER
ROBERT SCHUMACHER, COMMISSIONER

November 4, 1969

FAS 117

Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Attention: Mr. H. S. Cox

Gentlemen:

We have submitted an application (dated September 30, 1969) for an F.A.S. project on Arndt Road from the Air Strip Road easterly to the Knights Bridge Road. At the time of the application, it was hoped that the bridge over the Pudding River could remain, however, we have now been informed by the State and Federal officials that this structure will have to be rebuilt.

Considering the cost, we wish to ammend our application to include only that portion of F.A.S. 117 from the Air Strip easterly to the west end of the Pudding River Bridge.

Since the entire project now lies 50 per cent within Marion County and 50 per cent within Clackamas County, we wish to ammend the financial considerations of this project to be as follows:

> F.A.S. funds for this project are to come from Clackamas County's apportionment, with Marion County replacing one half of the F.A.S. funds, not to exceed $50,000 within four years.

Your favorable consideration to this request will be greatly appreciated.

Sincerely yours,

BOARD OF COUNTY COMMISSIONERS

Fred Stefani
Chairman

Thomas D Telford
Commissioner

Robert Schumacher
Commissioner

APPROVED - BOARD OF COUNTY COMMISSIONERS
(Marion County)

Henry L. Matson

Pat McCarthy

Harry Carson Jr.

PW:ls

NOTED
R. H. PRANGE

NOTED

11-1-69

CLACKAMAS COUNTY
Proposed Project (1970 Funds)

FAS 117--Arndt Road, Airstrip Road-Pudding River Bridge Section.
Grade, drain, base and pave, 1.25 miles, $200,000.

This project is to grade, drain, base and pave with AC on improved alignment a roadway 40' in width having two 12' travel lanes and 8' shoulders. Road can be closed during construction. Guard rails are to be included in the project. Utilities are involved. Marketable timber will become property of contractor. State to make survey and plans, and make up options for additional right-of-way.

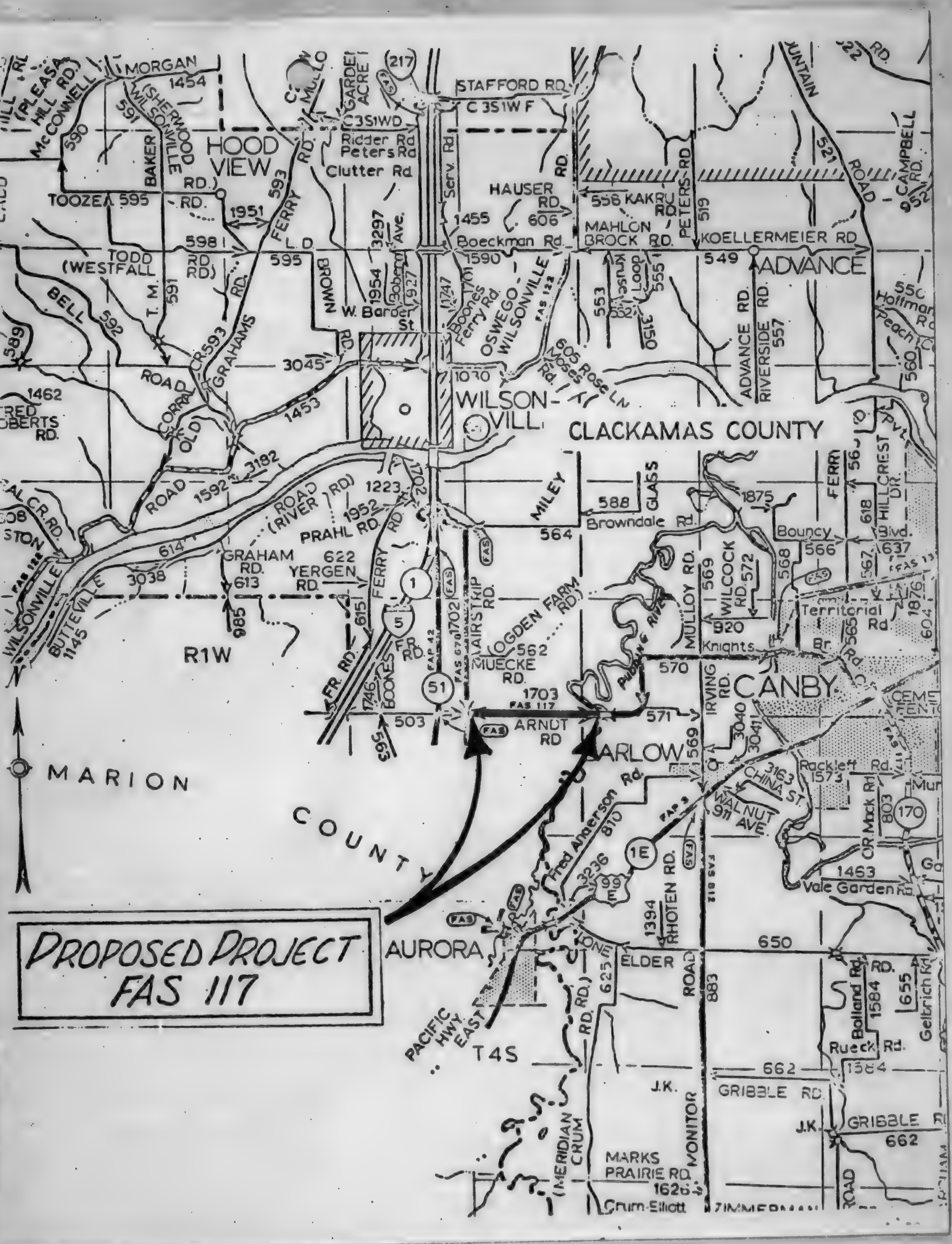
County will do the signing and the stripping and provide the detour.

Hearing is necessary.

This project is in both Clackamas and Marion Counties, but will be charged against Clackamas County.

HIWAY COMMISSION
APPROVED ON NOV 18 1969

69-h
11/1/69


HOOD VIEW
WILSONVILLE
CLACKAMAS COUNTY
MARION COUNTY
CANBY
AURORA
BARLOW
ADVANCE
PROPOSED PROJECT
FAS 117
STAFFORD RD.
Clutter Rd.
Boeckman Rd.
HAUSER RD.
MAHLON BROCK RD.
KOELLERMEIER RD.
PETERS RD.
ROAD
FERRY RD.
BAKER RD.
TOOZE RD.
TODD (WESTFALL RD.)
BELL ROAD
CORRAL ROAD
OLD ROAD
PRAHL RD.
GRAHAM RD.
YERGEN RD.
BROWN RD.
W. Barber St.
Boones Ferry Rd.
OSWEGO-WILSONVILLE
Serv Rd.
Ridder Rd.
Peters Rd.
Bobcat Ave.
Moses Rd.
ROSE LN
Loop
ADVANCE RD.
RIVERSIDE RD.
Hoffman Rd.
Peach
MILEY
GLASS
Browndale Rd.
Bouncy
HILLCREST DR.
Blvd.
WILCOCK RD.
MULLOY RD.
IRVING RD.
Territorial Rd.
Knights Br. Rd.
LOGDEN FARM RD.
MUECKE RD.
ARNDT RD
FR RD.
BOONES FERRY RD.
FIRSTKIP RD.
PUDDING RIVER
Fred Meyer
CHINA ST.
WALNUT AVE.
Rackleff Rd.
OR Mack Rd.
Vale Garden Rd.
RHOTEN RD.
Fred Anderson Rd.
PACIFIC HWY EAST
ELDER ROAD
Bolland Rd.
Rueck Rd.
Gelbrich Rd.
GRIBBLE RD.
MARKS PRAIRIE RD.
MERIDIAN CRUM
MONITOR ROAD
Crum-Elliott
ZIMMERMAN
T4S
R1W
FAS 117
FAS 125
FAS 123
FAS 67
FAP 42
FAP 3
FAS 118
FAS 812
FAS 1702
FAS 1703
FAS 1747
FAS 1701
FAS 1702
FAS 1569
FAS 1584
FAS 1394
FAS 1463
FAS 1876
FAS 1875
FAS 1873
FAS 1874
FAS 1877
FAS 1878
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FAS 1890
FAS 1891
FAS 1892
FAS 1893
FAS 1894
FAS 1895
FAS 1896
FAS

on 11/28/69 Winston Kirth declared that they wished only a "C" class road, not a "B".

COUNTY ROAD FAS-C PROJECT REQUEST

Airstrip Road - Pudding River Bridge

Name of County CLACKAMAS FAS No. 117 Date 9/30/69
County Road Name ARNDT ROAD
Section Name ~~Airstrip Rd. - Butteville Bridge Road~~ Length 1.60 1.26
Type of Project Reconstruction
Location of Project (Attach sketch map) Yes
ADT 900 Road Class (Highway Standard) "C"

Is this request for county bridge design only? Yes _____ No X

I. ROAD PROJECT DATA

1. Traveled Surface: Type Asphaltic Concrete Width 24 Ft.

2. Shoulders: Type Oiled Width 8 Ft.
(NOTE: Oiled or paved shoulders required on all Class E or higher projects.)

3. Grading & Drainage:
By County ____ County Date of Completion _____ By Contract X

4. Bottom Base Course:
By County ____ County Date of Completion _____ By Contract X
Has base design been given to County? Yes ___ No X
Will it be furnished? Yes ___ No X

5. Leveling Course:
By County ____ County Date of Completion _____ By Contract X

6. Binder Course:
By County ____ County Date of Completion _____ By Contract X

7. Traveled Surface & Shoulders:
By County ____ County Date of Completion _____ By Contract X

8. Clearing:
By County ____ County Date of Completion _____ By Contract X

9. Curbs:
Curbs Required? Yes ____ No X
Type Desired (rolled, exposure, monolithic, special county standard, etc.) _____
Width between Curbs _____

10. Are A.C. footpaths behind curbs desired? Yes ____ No X

11. Are there any structures to be replaced or altered? Yes ____ No X

12. Will replacement be by: County _____ Contract _____
(NOTE: If by contract, fill out bridge project data on pages 2, 3, and 4)

13. Will County adjust structure to new grade? Yes ____ No X

14. Will County adjust structure to additional width? Yes ____ No X

15. Will adjusted width be standard? Yes ____ No X
(NOTE: Standard width of structure is traveled way plus full shoulders or 32', whichever is greater. If structure is of substandard width, County must sign same to satisfaction of Bureau of Public Roads.)

16. Does County wish rounding of cutbanks? Yes ____ No X

17. Does County wish sight posts installed? Yes ____ No X

18. Does County wish guard rail installed? Yes X No ____

19. Does County wish seeding and mulching incorporated into job?
Yes ____ No X

20. Will traffic signals be required? Yes ____ No X
If yes, give location and type: ____

21. Is project contingent upon other factors? Yes X No ____
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: This project request is made on the basis of utilizing the existing structure across Pudding River. If this condition cannot be granted, project cannot be justified.

Does not apply

Remarks re Section I:
There is a small structure east of Red Bridge Road. Replacement by a culvert may be possible; if not, Clackamas County will provide additional width.

II. BRIDGE PROJECT DATA

1. Name of river or stream ____

2. Name of bridge ____

3. Location (please attach map with location marked): ____
Section ____ Township ____ Range ____ W.M.

4. Desired width of bridge ____
(NOTE: Standard width of FAS structure is traveled way plus full shoulders or 32', whichever is greater.)

5. Are sidewalks desired? Yes ____ No ____
Upstream ____ Downstream ____ Width ____

6. Does County wish a particular type of bridge design? Yes ____ No ____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc. _____

7. Will County furnish any materials for bridge? Yes ____ No ____
Explain _____

8. Foundation Testing: By County? Yes ____ No ____
By State? Yes ____ No ____

9. Can road be closed during construction? Yes X No ____

10. Detour: Required? Yes ____ No ____
By County? Yes X No ____
By Contractor? Yes ____ No ____

11. Approaches or Connections: By County? Yes ____ No ____
By Contractor? Yes ____ No ____
Traveled surface: Type _____ Width _____
Shoulders: Type _____ Width _____
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

12. Guard Rail: Desired on approaches or connections: Yes X No ____
Right side only? Yes ____ No ____
Both sides? Yes ____ No ____
(NOTE: Safety standards require that guard rails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guard rail installation or otherwise delay contract completion.)

13. Existing Structure: Remain in place? Yes X No ____
Use for detour? Yes ____ No ____
Removed by County? Yes ____ No ____
Removed by Contractor? Yes ____ No ____
Salvaged by Contractor for County? Yes ____ No ____
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

14. If riprap or rock blanket required, to be:
By County? Yes ____ No ____
By Contractor? Yes ____ No ____

15. Will any of the following utilities be attached to this structure?

a. Water mains: Yes ____ No ____ Size _____
Company _____

b. Sanitary sewer mains: Yes ____ No ____ Size _____
Company _____

c. Storm sewer: Yes ____ No ____ Size _____
Company _____

d. Gas mains : Yes ____ No ____ Size _____
Company _____

e. Power lines: Yes ____ No ____
Company _____

f. Telephone lines: Yes ____ No ____
Company _____

g. Other Utilities: _____

16. Does County wish provisions made for future utility attachment to structure? Yes ____ No ____

17. Does County wish lightpost bases & conduit installed? Yes ____ No ____

18. Does County wish complete job of illumination in project? Yes ____ No ____

19. Is project contingent upon other factors? Yes ____ No ____
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)
If yes, explain: _____

Remarks re Section II: _____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
By State? Yes X No ____
By County? Yes ____ No ____
(NOTE: If project is canceled, County must pay for survey.)

2. Does County have any survey data? Yes ____ No X

3. Construction plans and specifications to be prepared:
By State? Yes X No ____
By County? Yes ____ No ____

Remarks re Section III: _____

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 40' Minimum _____

2. Is any additional right-of-way needed? Yes X No ____

3. Will right-of-way be acquired by: Resolution ____ or Deed X

4. Should State prepare options? Yes X No ____

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes ____ No X

6. Should material source site be included in right-of-way descriptions? Yes ____ No X

7. Is there any merchantable timber on right of way? Yes ____ No X

8. Will timber be reserved for owner? Yes ____ No X

9. Will timber become property of contractor? Yes X No ____

10. Is a hearing necessary? Yes X No ____
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes ____ No X
If yes, give type and name of utility company: _____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes X No ____
If yes, give type and name of utility company: _____
P.G.E. power line, Canby Telephone Association.

13. Are utilities on existing right-of-way by permit ____ or by franchise X
(NOTE: County must move all utilities located on present right-of-way.)

14. Are there any irrigation facilities: Yes ____ No X
If yes, give name of irrigation company or district _____ and dates between which water can be turned off: From _____ To _____

15. Are there any railroad crossings? Yes ____ No X

16. Name of Railroad _____

17. Number of tracks: Mainline _____ Siding _____ Total _____

18. Sight Distance: _____ (Left) _____ (Right)

19. Number of Trains: Passenger _____ Speed _____
Freight _____ Speed _____

20. Angle of Intersection: _____

21. Type of Existing Crossing: Grade ____
Overcrossing ____
Undercrossing ____

22. Existing Protection:
Advance warning signs ____ Automatic flashing ____ Stop signs ____
Crossbucks ____ Automatic bell ____ Gates ____

23. Proposed Protection: _____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes ____ No ____

25. Will railroad crossing be altered? Yes ____ No ____
If yes, specify: _____

26. Traffic Control Signing:
To be part of project? Yes ____ No X
By County? Yes X No ____
By State at County expense? Yes ____ No ____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes ____ No X
By County? Yes X No ____
By State at County expense? Yes ____ No ____
(NOTE: Striping must be completed prior to acceptance.)

28. Does County wish State to prepare P.U.C. hearing data? Yes ____ No X

29. Will P.U.C. application be made by State ____, or County ____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or businesses requiring relocation assistance? Yes X No ____
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV One residence possibly will be acquired in right-of-way.

V. MATERIAL SOURCES DATA

1. Gravel _____ Quarry _____ Cinders _____

2. Owner: County ____ State ____ Private X Other ____

3. Location: _____ Section____ Township_____ Range _____ W.M.

4. If County lease, what are royalty payments? _____

5. Materials furnished by County: Borrow ____ Select Topping ____
Base Course ____ Level Course ____ Mineral Aggregates ____
Location _____
Miscellaneous Items: _____

Remarks re Section V _____

VI. FINANCIAL DATA

1. Estimated Cost: $ 200,000.00

2. Available FAS Funds: $ 309,166.00

3. Date match money is available: Immediately

4. Will there be any 100% County money? Yes ____ No X

5. Maximum amount of 100% County money available: $ None

6. Date County requests letting: Immediately

Remarks re Section VI _____

UNUSUAL OR COMPLICATED CIRCUMSTANCES:
This project application is being submitted as a joint application with Marion County. The F.A.S. funds for this project are to come from Clackamas County's apportionment with Marion County replacing 1/4 of these F.A.S. funds, not to exceed $50,000.00, within four (4) years.

This application is not complete without an attached exhibit showing location of project.

Henry C. Matson
Chairman

Harry Carson Jr.
Commissioner

Pat McCarthy
Commissioner

O.S.H.D. Field Engineer

Date _____

By Fred Stefani
County Judge or Comm. Chairman

Thomas Telford
County Commissioner

County Commissioner

By
County Engineer or Roadmaster

County _____
Date _____

NOTED
Harold C. Ayers

NOTED
V. R. JONES

6-13-62 NOTED
H. S. COX

NOTED
R. H. PRANGE

NOTED
DON HARWELL

MEMO TO FILES

RE: Knights Bridge
FAS 117
Clackamas County

On Tuesday, June 12, 1962, R. H. Prange and V. R. Jones met with John Keeley, Clackamas County Engineer, at the Clackamas County courthouse. Among other things, the above subject was discussed. Mr. Keeley stated that Clackamas County was not interested in buying the Eagle Creek (Columbia River Highway) Bridge from the State. It was his feeling the cost of this heavy steel structure, even at five cents per pound, plus the hauling and reassembly would be prohibitive.

Mr. Keeley also stated that the county would not ask our Bridge Division to design the Knights Bridge, but he and his engineering staff would design the bridge themselves and would then ask the Bridge Division to check the County's plans.

Robert H. Prange
County & City Relations Field Engineer

RHP:mm
6/13/62

cc: Ivan Merchant

NOTED
JOHN D. GRAHAM

FORM E-123-X 75M 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

(Clackamas County)
FAS 117

NOTED
H. S. COX

NOTED
C. G. SWENSON

NOTED
R. H. PRANGE

NOTED
DON HARWELL

September 27, 1960

Mr. John Keeley
Clackamas County Engineer
Courthouse
Oregon City, Oregon

Re: Knights Bridge over
Molalla River
Bridge No. 6520

Dear Mr. Keeley:

You asked me whether we had any survey data for a new bridge over the Molalla River at the old Knights Bridge site.

I find in our files a noted dated in January of 1957 where a hard copy map, a profile, a roll of cross-sections and a pad of earthwork estimation sheets were turned over to the Clackamas County Court by Mr. H. C. Broadwell, who made the location. I presume you still have the data in your files.

Very truly yours,

W. C. Williams
State Highway Engineer

By (not signed)

C. S. Paxson
Assistant State Highway Engineer

CSP:as

cc to: Mr. W. C. Williams
Mr. Ivan Merchant
Mr. C. G. Swenson

RECEIVED
SEP 28 1960
ENGINEER
COUNTY & CITY RELATIONS

F-70(4) Sixes River Section, of Oregon Coast Hwy., N. of Port Orford. (Grad., pav. & structures) 1970

#7494

RECEIVED
DEC 21 1972
FOR FILING

7494

December 21, 1972

McKeown, Newhouse, Foss & Whitty
Law Offices
P. O. Box 119
Coos Bay, Oregon 97420

Attention: John Whitty

Gentlemen:

As requested in your letter of December 18, we are attaching a certified copy of Contract No. 7494 with Ross Bros. Construction, Inc., and G. D. Dennis and Sons, Inc., for work on the Sixes River Section of the Oregon Coast Highway in Curry County.

There is no charge for this service.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

Att.

fkn

LAW OFFICES OF
McKEOWN, NEWHOUSE, FOSS & WHITTY
P. O. BOX 119
444 N. FOURTH STREET
COOS BAY, OREGON 97420

JOSEPH McKEOWN
ANDREW J. NEWHOUSE
JOHN FOSS
JOHN WHITTY
PAUL L. ROESS
JOHN UHLENHOPP

WALLACE A. JOHANSEN
(1917-1971)

TELEPHONE
(503) 267-2156

December 18, 1972

Oregon State Highway Department
State Highway Building
Salem, Oregon

Gentlemen:

We are representing Rogue River Paving Co., Inc. in an action brought for damage to an automobile which occurred during the progress of work on the Sixes River Section of the Oregon Coast Highway in Curry County.

I would like to secure a copy of the contract signed between the Highway Commission and G. D. Dennis & Sons, Inc. and Ross Bros. Construction Co., Inc.

This was Oregon State Highway Department Project No. F-70 (4).

I have a copy of the special provisions and supplemental standard specifications for highway construction. My copy does not bear the signatures of the contractor or of the Highway Commission authorities and the pages for the bids are not filled out.

I would appreciate it if you could send me a copy of this document and would ask that it be certified as a true copy in order that I can have it admitted in evidence during the trial.

Please send me a statement for any charges incurred in preparing or certifying this document.

Very truly yours,

John Whitty
ek

RECEIVED
DEC 20 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
NOV 10 1972

FORM [illegible]

7494

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 6, 1972

SUBJECT: Coos-Curry Electric
Contract 7494 Sixes River

To: V. E. Skoog
Controller

From: Jess Jones, Utility Auditor

NOTED
TOM EDWARDS

Work was approved November 4, 1970, for adjustment of nine poles as required by the subject construction. The project was started November 6, 1970. Additional costs were incurred for overtime to prevent a mill shutdown and for moving a down guy a second time. These all contributed to an overrun.

Scope

About 80 percent of labor and equipment costs were verified to original source documents and to the State Resident Engineer's daily diary. No discrepancies were found. Clearing accounts were checked for overhead and equipment rental rates.

Conclusions

Although this billing overran the estimate by more than 20 percent, the billing is less than average charges for similar work by other electric utilities. The charges are considered reasonable, equitable and in conformance with PPM 30-4.

APPROVED
V. E. Skoog

JJ:bg

SP°52478-734

RECEIVED
JUN 30 1972
FOR FILING

7494

June 30, 1972

General Insurance Co. of America
1500 S. W. 1st
Portland, Oregon 97201

Gentlemen:

A post-final payment for $65.70 will be made to Knox Bros. Construction, Inc., and G. D. Dennis and Sons, Inc., on Contract No. 7494 for work on the Elmo River Section of the Oregon Coast Highway in Curry County as soon as the warrant is prepared.

The total amount paid on this contract will be $1,715,636.24 including the post-final payment. Of the total $6,299.66 is for force account.

Very truly yours,

Floyd Cuery, Secretary
OREGON STATE HIGHWAY COMMISSION

Cm
cc Knox Bros. Constr., Inc.
and G. D. Dennis & Sons, Inc.
3501 Brookside Road, N.E.
Salem, Oregon 97303

C. T. Keeney
Walt Hart
V. E. Skoog
Attn: John Marr
James Versteeg

RECEIVED
JUN 1 1972

STATE COPY

FOR FILING

cc: OSHD (A E Johnson)
Region
Wash DC
Area Engr Riedl

7494

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

6-28-72

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

cat

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	13	Curry	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
6/28/72	C. Jencks, Highway Engineer Trainee	F-70(4)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
1/7/72	3/8/72	119 %	250 calendar days

APPROVED EXTENSIONS	LOCATION
47 days	Approximately 4 miles north of Port Orford on U. S. 101

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

cy. Const Engrg 7-6-72

NOTED
A. E. JOHNSON

COPY SENT JUN 30 1972 REGIONAL OFFICE

COPY SENT JUN 30 1972 STATE

SIXES RIVER SECTION
OREGON COAST HIGHWAY
Grading, Surfacing, and Paving

Contract work included construction of the roadbed, stone subbase, plant-mix bituminous base, asphalt concrete pavement, and three concrete structures.

Work was completed on January 7, 1972 with 47 days extension approved. No liquidated damages will be assessed.

Original contract cost was $1,752,726.00 with a final price of $1,714,339.11 which includes a deduction of $3,849.67 for non-specification material. There were no major overruns and underruns.

The non-specification material was due to low compaction and asphalt that did not meet specifications in Item #17-Asphalt in Bituminous Mixture; Item #20-Asphalt Concrete Mixture; Item #21-Asphalt Cement in Mixture; and Item #25-RC-250 Asphalt in Prime Coat. The use of this material was considered as nondetrimental to the final quality of the project. This documentation is covered in Price Agreement #13.

RECEIVED
JUL 3 1972
OFFICE OF
STATE HIGHWAY ENGINEER

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE Original signed by P. V. RIEDL		SIGNATURE Original Signed By G. L. GREEN Acting Division Engineer	
TITLE P. V. Riedl	DATE 6/30/72	TITLE G. L. Green	DATE 6/30/72

Form PR 33-E (Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

RECEIVED
JUN 9 - 1972
FOR FILING

7494

June 9, 1972

General Insurance Company of America
Portland Service Office
1500 S. W. First
Portland, Oregon 97201

Gentlemen:

A post-final payment for $1,416 will be made to Rees Bros. Construction, Inc., and G. D. Dennis & Sons, Inc., on Contract No. 7494 for work on the Sixes River Section of the Oregon Coast Highway in Curry County as soon as the warrant is prepared.

The total amount paid on this contract will be $1,715,789.54 including the post-final payment. Of the total, $6,859.86 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

cc Rees Bros. Constr., Inc.
and G. D. Dennis & Sons, Inc.
3301 Brooklake Road, N. E.
Salem, Oregon 97303

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: John Harr
J. H. Verstoeg

RECEIVED
MAR 24 1972
FOR FILING

7494

March 24, 1972

General Insurance Co. of America
1500 S. W. 1st
Portland, Oregon 97201

Gentlemen:

A post-final payment for $34.43 will be made to Ross Bros. Constr., Inc., and G. D. Dennis and Sons, Inc., on Contract No. 7494 for work on the Rowe River Section of the Oregon Coast Highway in Curry County as soon as the warrant is prepared.

The total amount paid on this contract will be $1,714,373.54 including the post-final payment. Of the total $6,899.56 is for force account.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Ross Bros. Constr., Inc.
and G. D. Dennis and Sons, Inc.
3931 Brooklake Road, NE
Salem, Oregon 97303

Frank Morgan
Walt Hart
V. E. Skoog
Attn: John Marr
James Verstoeg

RECEIVED
MAR 27 1972
FOR FILING

7494

March 24, 1972

General Insurance Co. of America
1500 S. W. 1st
Portland, Oregon 97201

Gentlemen:

On March 10, 1972, we wrote to you concerning release of final payment on Contract No. 7494 awarded to Ross Bros. Constr., Inc., and G. D. Dennis and Sons, Inc., for work on the Siuslaw River Section of the Oregon Coast Highway in Curry County.

Final payment on this contract is $5,343.84 and the total contract amount is $1,714,339.11 including $6,825.43 for work performed under force account.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
cc Ross Bros. Constr., Inc.
and G. D. Dennis and Sons, Inc.
3501 Brooklake Road, NE
Salem, Oregon 97303

Frank Morgan
Walt Hart
V. E. Skoog
Attn: John Marr
James Versteeg

RECEIVED
MAR 13 1972
FOR FILING

7494

March 10, 1972

General Insurance Co. of America
1500 S. W. 1st
Portland, Oregon 97201

Gentlemen:

Contract No. 7494 awarded to Rees Bros. Construction, Inc., and G. D. Dennis and Sons, Inc., for work on the Sixes River Section of the Oregon Coast Highway in Curry County was completed on January 7, 1972, and accepted by the Highway Commission on March 8, 1972.

Final payment will be released to the contract as soon as payment processing can be completed, but not before March 15, 1972.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Rees Bros. Constr., Inc.
and G. D. Dennis & Sons, Inc.
3501 Brooklake Road, NE
Salem, Oregon 97303

Frank Morgan
Walt Hart
V. E. Skoog
Attn: John Kerr
James Versteeg

RECEIVED
MAR 10 1972
FOR FILING

7494

DATE March 9, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Highway Project Acceptance

Work was completed January 7, 1972 on Contract No. 7494. The contract was with Rose Bros. Construction, Inc. and G. D. Dennis & Sons, Inc. and was for grading, paving and structures on the Sixes River Section of the Oregon Coast Highway in Curry County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective March 8, 1972, and that you concur in this procedure at the Commission meeting on April 4.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter into your approval.

VG:alc

cc: Floyd Query
F. E. Klaboe
A. E. Johnson
~~C. L. Smith~~
E. H. Young
F. D. Morgan
W. J. Hart

RECEIVED
APR 1 1972

STATE COPY

3-1-72

FORM PR-33B (REV. 3-68) LINC

cc: OSED (AE Johnson)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

cat

7494

Region
Wash BC

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

(Check appropriate box) ☐ Contact ☐ Project Stage Inspection ☒ Final Inspection

Region No.	Report No.	County	Division
10	12	Curry	Oregon

Date of Inspection	Inspection Made By	Project No.
3/1/72	P. V. Riedl, Area Engineer	F-70(4)

In Company With

*See Below

Quality of Work*	Progress of Work	Time Elapsed	Work Completed
Satisfactory	Satisfactory	100 %	100 %

Report to Include: (1) Scope of Inspection (2) Summary of Findings, Recommendations, and Action Taken.

*(*Not applicable for all Contracts.)*

4-6-72
A. Young
CA-Covets
4-6-72

SIXES RIVER SECTION
OREGON COAST HIGHWAY
Grading, Surfacing, and Paving

A final inspection was held on March 1, 1972, with the following people in attendance:

John Shaldrake, Region Construction Engineer
Frank Morrison, Resident Engineer
Crawford Jencks, Trainee FHWA
P. V. Riedl, Area Engineer

All work on the project was completed on January 7, 1972.

Contract time on the project was established for 220 days plus 30 days for removal of the old bridge. The contractor overran his time and requested a 30-day extension. Approval was granted for 47 days with no liquidated damages charged.

Price Agreement No. 13 has been approved covering a price reduction for out of specs. material incorperated into the project for $3,849.67.

COPY SENT

APR 4 1972

R[illegible]

NOTED
A. E. JOHNSON

RECEIVED
APR 5 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

REPLACES PR 33A 3-65, WHICH WILL NOT BE USED.

RECEIVED
MAR 23 1972
FOR FILING

#3

7494

February 23, 972

Ross Bros. Construction, Inc.
& C. D. Dennis & Sons, Inc.
3501 Brooklake Road, N. E.
Salem, Oregon 97303

Gentlemen:

The State Highway Commission on February 22, 1972, considered your request for a 30 day extension of time on Contract No. 7494 for work on the Sixes River Section of the Oregon Coast Highway in Curry County.

The Commission approved an extension of 47 days which should eliminate all liquidated damages.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:kl

bc F. D. Morgan
V. E. Skoog
J. H. Versteeg
F. D. Morrison
Federal Highway Administration

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 17, 1971

SUBJECT: Sixes River Section
Contract No. 7494
Request for Time Extension

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

Ross Bros. and G. D. Dennis and Sons (joint venture) have requested a 50-day extension of time. The request lists nine specific events, but all are related to change orders or plan changes. We found it difficult to appraise the merits of this request from just these nine items, several of which obviously do justify some time extension. A larger perspective is needed.

Bids on the project were opened October 29, 1970 with 220 days allowed for the main work (plus 30 more days for removal of the old Sixes River Bridge which is the only work remaining now). This time contemplated a one-season project. The size of this project was almost enough to justify two seasons. With any later bid opening, it would have been. Very few $2,000,000 jobs are completed in the coastal area in one season. The point here is that there was very little cushion in the time for absorbing unforeseen added work or delays. The day count started November 21 and the contractor started work November 23 and seems to have pursued the work in an orderly manner thereafter.

Two of the added orders are significant. Price Agreement 3 (this is contractor's reason No. 5) involved almost $33,000 of added work to sub-excavate unsuitable foundation and replace with quarry rock on the inside of an existing highway curve which was being eased off on the new alignment. The other significant order was added in July and covered construction of a left-turn refuge for the Cape Blanco road. The grading was only about 20 percent done at this time, so we were able to make the change with a minimum disruption to the contractor's schedule, but it must have had some effect.

The carpenter's strike stopped all site work for 2-1/2 weeks from late June to mid-July. This was prime time. Although the actual days involved have not been counted, just by definition, this delay probably had a wider effect on the job progress. The staging of traffic and grading work depended on the structure progress.

I find no basis to fault the contractor's efforts and in spite of the unforeseen items, the objective of getting the project open this year has been met. We therefore concur in the field recommendation for a 47-day extension of time applicable to both phases which should delete all liquidated damages. The 47 days that accrued up to the December 1 dormant period are at the rate of $200 per day or $9,400.

This is a Federal-aid Primary project. Rough draft letters to the Federal Highway Administration and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

JAB:fw
Enc.
cc V. L. Gallagher

RECEIVED
DEC 22 1971
OFFICE OF
STATE HIGHWAY ENGINEER

F-70(4) 7494

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Sixes River		WEEK ENDING: 1-29-72
		SECTION PREFIX: 8-1049-900
HIGHWAY: Oregon Coast		COUNTY: Curry
NAME OF JOB: Sixes River Section	KIND OF WORK: Grading, Paving & Structures	
CONTRACTOR: Ross Bros. Const. Inc. & G. D. Dennis & Sons, Inc.	CONTRACT NUMBER: 7494	FEDERAL AID PROJECT NUMBER: F-70 (4)
DATE OF CONTRACT: November 2, 1970	DATE WORK STARTED: November 23, 1970	COMPLETION DATE: January 7, 1972
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS a-220, b-250	CALENDAR DAYS USED 267
PROJECT AUTHORIZATION: $ 2,015,129.25	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: (a) 121 (b) 107
EXCLUSIVE OF ENGINEERING: $ 1,871,831.17	ENGINEERING AUTHORIZATION $ 143,298.08	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 1,871,650.37	ENGINEERING COST TO DATE $ 155,745.82	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED PERCENT: OVERRUN / UNDERRUN 7.12 %	PERCENT OF AUTHORIZATION 108.7 %	DATE PROJECT WAS COMPLETED: January 7, 1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Structures	Paving
100	100	100	100	100	100	100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.12	2.12			2.12
MILES PARTIALLY COMPLETED					
MILES COMPLETED	2.12	2.12			2.12
TOTAL ESTIMATED QUANTITIES (CONTRACT)	261,000	75,850			41,400
TOTAL QUANTITIES CORRECTED TO DATE	239,991	77,670			38,455
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	239,991	77,670			38,455
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.					901C	928A	9875	
PERCENT					100	100	100	

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Showers			
MONDAY	Rain			
TUESDAY	Snow			
WEDNESDAY	Snow			
THURSDAY	Snow			
FRIDAY	Clear & Cold			
SATURDAY	Clear & Cold			

Routing
Keasey — Pease
Bond — Glenn
Walker — Litchfield
Johnsen — Berg

RECEIVED
JAN 31 1972
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY 24	Project Complete
TUESDAY 25	Project Complete
WEDNESDAY 26	Project Complete
THURSDAY 27	Project Complete
FRIDAY 28	Project Complete
SATURDAY	

REMARKS

Last Weekly Report

Office Force working on semi-final estimate.

Semi-final estimate completed Friday, Jan. 28, 1972 and submitted to Roseburg.

SIGNED H. D. Morris — LOCATION Gold Beach

Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
JAN 26 1972
FOR FILING

F-70(4)

7494

January 25, 1972

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 3
February 22, 1972 Meeting

Ross Brothers and G. D. Dennis & Sons, Inc., joint venture contractor on the Sixes River Section of the Oregon Coast Highway in Curry County, Contract No. 7494, has requested a 30-day extension of the contract time. The contractor cites nine specific events, but all are related to added orders or plan changes.

Bids were opened on this project October 29, 1970, with 220 days allowed for the main work plus 30 days for removal of the old Sixes River Bridge, a small part of which is the only work remaining now. A total of 47 days liquidated damages at $200 per day ($9,400) has accrued.

The time allowed contemplated a one-season project with completion in 1971, and traffic now has full use of the new facility. Two of the added orders are significant. Price Agreement 3 involved almost $33,000 added work to sub-excavate unsuitable foundation and replace with quarry rock in one area. Another added order covered construction of a left-turn refuge for the Cape Blanco Road at a cost of $16,000. A carpenter's strike stopped all site work for 2-1/2 weeks from late June to mid-July. This was prime time and although the actual days involved were not counted against the contract by definition, this delay probably had a wider effect on the job progress. The staging of traffic and grading work depended on the structure progress and some of it had to be done in poorer late season weather.

I recommend a 47-day extension which should delete all liquidated damages. This is a Federal-aid primary project and we have the concurrence of the Federal Highway Administration. The matter will be on the agenda for your consideration at the February 22 meeting.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

cc Floyd Query
George M. Baldwin
F. B. Klaboe
A. E. Johnson
L. H. Young
F. D.Morgan
V. E. Skoog
Gary Ross
Gary Sund
J. H. Versteeg

JAB:fw ms

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7494 Contractor Ross Bros. Construction, Inc. and G. D. Dennis & Sons, Inc.

Highway Oregon Coast

Section Sixes River Section

Kind of Work Grading, Paving and Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 47 days applicable to both units because of added orders.

Recommended for Approval:

Division Engineer

for Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	7494
Project designation	F-70 (4) State-Federal
Date awarded	November 2, 1970
Work started	November 23, 1970
Per cent completed	98, Nov. 30, 1971 Date
No. of Workdays Allowed	(a) 220 (b) 250
No. of Workdays Used	(a) 267 (b) 267
No. of Added Workdays Requested	50

B-620 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date 11-11-, 19 71

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 220 days to 270 days, within which to complete our Contract No. 7494, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See Attached.

Respectfully submitted,
Ross Brothers
G.D.Dennis & Sons, Inc.
Contractor

By Dallas Dennis

CONSENT OF SURETY

Date November 11, 19 71

We, GENERAL INSURANCE COMPANY OF AMERICA

, as

surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Joseph B. Buchanan
Attorney-in-fact

(SEAL)

Resident Agent

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. Tom Edwards, State Highway Engineer
Salem, Oregon

DATE: January 4, 1972

In reply refer to: 10-35-DB

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon F-70(4)
Sixes River Section
Request for Time Extension

M. Coats Programming 1-10-72

Your recommendation for extending the time of completion on this project has expanded and detailed the contractor's request for a 50-day time extension.

With the additional work required and the delay due to the strike plus the manner in which the contractor expedited the work we concur in your recommendation for extending the contract time 47 days to December 1, 1971.

1-7-72
REFERRED TO
[signature]
DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
JAN 7 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

NOTED
TOM EDWARDS

NOTED
A. E. JOHNSON

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

RECEIVED

FOR FILING

OREGON STATE HIGHWAY DIVISION

Routing
Keasey — Pease
Bond — Glenn
Walker — Litchfield
Johnsen — Berg
RECEIVED MAR 7 1972 CONSTRUCTION SECTION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7494

January 12, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Federal-aid Project No. F-70(4)

Ck Const Hwy 3-9-72

Dear Sir:

All work under Contract No. 7494, Sixes River Section of the Oragon Coast Highway in Curry County, was completed on January 7, 1972.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

George M. Baldwin
Administrator of Highways

By L. H. Young
L. H. Young
Programing Engineer

NOTED
A. E. JOHNSON

Federal Highway Administration
Oregon Division Office Endorsement Date March 3, 1972

Conditions noted on above date: Project completed and final inspection made March 1, 1972.

Original signed by
G. K. Hossner
Dist. Engineer
R. E. Simpson
Division Engineer

OREGON DIVISION
MAR 13 1972
RECEIVED

RECEIVED
DEC 23 1971
FOR FILING

F-70(4)
7494

December 22, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Sir:

Re: Request for Time Extension
Sixes River Section
Oregon Project F-70(4)
Contract No. 7494

Ross Bros. and G. D. Dennis and Sons (joint venture) have requested a 50-day extension of time. The request lists nine specific events but all are related to change orders or plan changes. We found it difficult to appraise the merits of this request from just these nine items, several of which obviously do justify some time extension. A larger perspective is needed.

Bids on the project were opened October 29, 1970 with 220 days allowed for the main work (plus 30 more days for removal of the old Sixes River bridge, which is the only work remaining now). This time contemplated a one-season project. The size of the project was almost enough to justify two seasons; with any later bid opening, it would have been. Very few $2,000,000 jobs are completed in the coastal area in one season. The point here is that there was very little cushion in the time for absorbing unforeseen added work or delays. The day count started November 21, the contractor started work November 23 and seems to have pursued the work in an orderly manner thereafter.

Two of the added orders are significant. Price Agreement 3 (this is the contractor's reason No. 5) involved almost $33,000 of added work to subexcavate unsuitable foundation and replace with quarry rock on the inside of an existing highway curve which was being eased off on the new alignment. The other significant order (Price Agreement 6) was added in July and covered construction of a left-turn refuge for the Cape Blanco Road.

The carpenter's strike stopped all site work for 2½ weeks from late June to mid-July. This was prime time. Although the actual days involved have not been counted just by definition, this delay probably had a wider effect on the job progress. The staging of traffic and grading work depended on the structure progress.

In spite of the unforeseen items, the objective of getting the project open this year has been met. We seek your concurrence in a 47-day extension of time applicable to both phases which should delete all liquidated damages. The 47 days that accrued up to the December 1 dormant period are at the rate of $200 per day or $9,400.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

bc R. L. Porter
Tom Edwards
F. D. Morgan
C. T. Keasey

JAB:fw ja

Form F-[illegible]—[illegible]—12-68

F-70(4)

1 of 1

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 7-14-71
Contingent upon modification of project agreement if additional funds are required.
BY J. K. Stevens
TITLE Dist. Engineer
DATE 8-19-71
FEDERAL HIGHWAY ADMINISTRATION

Project Name Sixes River Section — Date August 2, 19 71
Highway Oregon Coast — Contract No. 7494
County Curry — Prefix 8-1049-900
Contractor Ross Bros. Const., Inc. & C. D. Dennis & Sons, Inc. — F. A. Project No. F-70(4)
Address 7355 S. E. Johnson Creek Blvd., Portland, Oregon 97206 — Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Salvage and reinstall 40 feet of 18-inch corr. metal drain pipe.

Location by station numbers: Installed under Rd. App. Lt. sta. 1175+38

Estimate of quantities and cost:

LABOR	$100.00
EQUIPMENT	90.00
MATERIALS	00
TOTAL	$190.00

(See back of sheet for breakdown)

Explanation: (Explain here the conditions which causue this work to be classed as "extra work")
This 18-inch corr. metal drain pipe was installed as originally staked by the contractor. After removing the Large rock just north of Grassy Knob road, the brush had been disturbed and the ground was very uneven. The contractor was instructed to dress up this area and smooth out the surounding area. After sloping and dressing this area north of the road approach, the drain pipe was in a hole and would have silted up with the first rains in the fall. The Contractor was instructed to salvage & reinstall the pipe. He was unwilling to do this without extra compensation.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$2,015,129.25
Present estimate of project cost, including $190.00 for work under this order	$2,015,129.25
Expected under-run / over-run amount	$ None
Expected under-run / over-run per cent	None

Space to right of this line is for use of Salem Office

Submitted by: H. D. Morris, Resident Engineer
Approval Recommended: [signature], Construction Bridge Engineer
Approval Recommended: J. Stevens, Engineer
Approved: [signature]
8-23-71

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Nikes River Section

Highway Oregon Coast

County Curry

Contractor Ross Bros. Inc. & G. Inc., P. A. Project

Address Johnson Creek Road, Gold Beach

The following work classified as "Extra Work" or "Health & Welfare" is ordered performed in accordance with terms of contract.

Description of work: Salvage and reinstall 10 feet of 12-inch C.M. pipe.

LABOR:

2-Laborers	3 hrs. ea.	@ $5.25/hr.	= $ 31.50
1-Wacker Operator	3 hrs.	@ $5.25/hr.	= 15.75
1-Dragline Operator	3 hrs.	@ $6.90/hr.	= 20.70
Health & Welfare	12 hrs.	@ 0.90/hr.	= 10.80
			$ 78.75
Overhead & Profit 20%			15.75
			$ 94.50

EQUIPMENT:

1-22B Dragline 3/4 c.y.	3 hrs. @ $19.85/hr.	= $ 59.55
1-Wacker, Gas Tamper	3 hrs. @ $ 4.00/hr.	= 12.00
		$ 71.55
Overhead & Profit 15%		10.73
		$ 82.28

Location by station number: Installed under Rd. App. Lt. sta. 1175+38

MATERIALS: None

TOTAL COST = $176.78

Estimate of quantities and cost:

LABOR - $100.00

EQUIPMENT - 70.00

MATERIALS - 00

TOTAL $170.00

(See back of sheet for breakdown)

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This 12-inch corr. metal drain pipe was installed as originally staked by the contractor. After removing the large rock just north of Grassy Knob road, the brush had been dislodged and the crew was very uneven. The contractor was instructed to dress up this area and smooth out the surrounding area. After sloping and dressing this area north of the road approach, the drain pipe was in a hole and would have silted up with the first rains in the fall. The Contractor was instructed to salvage & reinstall the pipe. He was unwilling to do this without

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem for approval of the order by the assistant state highway engineer. The latter office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $2,015,129.25

Present estimate of project cost, including $ 170.00 for work under this order $2,015,129.25

Expected over-run under-run amount . . . . . $ None

Expected over-run under-run percent . . . . . None

Submitted by: [illegible] Approval Recommended: [illegible]

Approval Recommended: [illegible] Approved: [illegible]

RECEIVED AUG 6 1971 CONSTRUCTION DIVISION

Date [illegible] Dist Engineer

BY [illegible]

APPROVED EXCEPT [illegible]
Contingent upon no objection from [illegible] project agreement if additional funds are required.

FILED
JAN 22 1971
FORM S-30 (REV. 10-69)

FILING

F-70(4)
7494

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 18, 1971

NOTED
A. E. JOHNSON

To: A. E. Johnson
Asst. State Highway Engineer
S A L E M

SUBJECT: Drainage Ditch
Herbert E. Morrill Property
Sixes River Section
Oregon Coast Highway

On Thursday January 14, 1971, in company with Resident Engineer Frank Morrison, I met with Mr. Herbert Morrill at his home near Sixes to discuss his request for a relocation of the portion of the large drainage ditch along the easterly side of the highway, southerly of the Morrill access road at approximately Station 1098+45.

The right of way and construction and drainage easements through this property are in condemnation and it was my opinion that the construction of the ditch along the right of way line, even though costing approximately $2,000 more to construct and requiring more easement area, would be less damaging to the remaining property.

The ditch, if constructed as requested by Mr. Morrill, from a point just southerly of his access road in a southeasterly direction to intersect Crystal Creek as indicated on the attached sketch, creates a physical barrier seriously hindering access to the remaining parcel lying southerly of the ditch and between Crystal Creek and the highway with no easy means of access from the main ranch.

After discussing this with Mr. Morrill, he stated in effect that he still wanted the ditch relocated and that he was not greatly concerned with access across the ditch---that if it became necessary, he would provide his own means of crossing.

Mr. Morrill then agreed to sign a statement to the effect that he agreed to a release of any and all damage due to severance of his remaining property by constructing the ditch as indicated on the attached sketch. Copies of this statement signed by both Mr. Morrill and his wife, Uila O. Morrill, are attached.

SP 52475-734

When I left in mid afternoon, Morrison was to immediately begin restaking the ditch on its new alignment so as to permit the contractor to resume work. Only a small amount of excavation, estimated at 150-200 cu. yds. had been accomplished at the extreme southerly end of the planned ditch and this material will be placed back in the hole from which it came.

I believe there is a possibility that Mr. Morrill may be willing to settle the right of way negotiations now rather than going through with the condemnation. I will discuss this with our Right of Way Supervisor as soon as possible to see what might be done.

C. T. KEASEY
Region Engineer

CTK/cw
Attach.
cc F. D. Morgan
D. H. Moehring
L. W. Riley
F. D. Morrison

RECEIVED
JAN 20 1971
OFFICE OF
STATE HIGHWAY ENGINEER

File No. 39582
Section: Sixes River-Elk River
Highway: Oregon Coast
County: Curry

January 14, 1971

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Gentlemen:

In the event the State constructs the drainage facility designated as Alternate I as shown on the attached sketch map, we hereby agree to release the State or its contractors from any and all damage due to severance.

SIGNED Herbert E. Morrill
Herbert E. Morrill

SIGNED Uila O. Morrill
Uila O. Morrill

SIGNED _____

SIGNED _____

Attachment

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	STATE Oregon
12-14	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY Curry
PROJECT REPORT NO. 4	(PPM 21-7) 12-3-70	PROJECT NO. F-70(4)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Sixes River Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-7-70	2.124
OTHER *(Specify)*		

FUNDS 63.54%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,938,998.00	$1,232,039.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By M. K. Laboe

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By _____
(Division Engineer)
Fort R. L. Simpson

Date executed by Division Engineer DEC 3 1970

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. — Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, up-

Oregon State Highway Division

Federal Aid
Project No. F-70(4)

SIXES RIVER SECTION OF THE OREGON

COAST HIGHWAY IN CURRY COUNTY

Salem, Oregon, November 20, 1970

Project agreement estimate.

Type Code 6203
Grade and Pave (Sta. 1079+50 to Sta. 1191+67.84)

Temporary Protection and Direction of Traffic	All Required		$ 21,500.00
Clearing and Grubbing	All Required		118,000.00
Removal of Structures and Obstructions	All Required		3,000.00
Ditch Excavation	60 cu.yd.	3.00	180.00
Embankment Foundation Excavation	3,850 cu.yd.	2.00	7,700.00
Grandular Backfill Material	2,800 cu.yd.	3.00	8,400.00
General Excavation	261,000 cu.yd.	0.79	206,190.00
Extra for Selected Topsoil Material	200 cu.yd.	4.00	800.00
Rock Inlay Material	4,670 cu.yd.	3.00	14,010.00
Grandular Embankment Material	6,100 cu.yd.	2.15	13,115.00
Overhaul	19,100 C-yd. sta.	0.30	5,730.00
Trench Excavation	1,530 cu.yd.	4.00	6,120.00
Finishing Roadbed and Slopes	All Required		5,000.00
Obliteration of Roadway	1,500 sq.yd.	0.36	540.00
Watering	4,500 M-gal.	1.00	4,500.00
Bituminous Base Mixture	34,000 ton	7.50	255,000.00
Asphalt in Bituminous Base Mixture	1,870 ton	39.00	72,930.00
Aggregate Subbase	70,500 ton	1.55	109,275.00
3/4" - 0 Aggregate Base	5,350 ton	5.75	30,762.50
Asphalt Concrete Mixture	7,400 ton	7.85	58,090.00
Asphalt Cement in Mixture	480 ton	39.00	18,720.00
Stage Construction Surfacing	39,000 sq.yd.	1.00	39,000.00
Asphalt in Tack Coat	6 ton	100.00	600.00
3/4" - 0 Aggregate in Prime Coat	500 cu.yd.	6.50	3,250.00
RC-250 Asphalt in Prime Coat	90 ton	60.00	5,400.00
Reinforced Concrete Bridge End Panels	460 sq.yd.	20.00	9,200.00
8-inch Culvert Pipe	44 lin.ft.	2.50	110.00
18-inch Culvert Pipe	1,000 lin.ft.	6.00	6,000.00
24-inch Culvert Pipe	220 lin.ft.	7.50	1,650.00
42-inch Culvert Pipe	120 lin.ft.	18.00	2,160.00

48-inch Culvert Pipe	220 lin.ft.	21.00	$ 4,620.00
Extra for Pipe Under Pavement	120 lin.ft.	11.00	1,320.00
18-inch Paved Culvert End Slopes	4 only	200.00	800.00
42-inch Paved Culvert End Slopes	1 only	400.00	400.00
Concrete Inlets, Type G	2 only	250.00	500.00
8-inch Drain Pipe	3,700 lin.ft.	2.60	9,620.00
Special Filter Material in Drains	730 cu.yd.	12.00	8,760.00
Guard Rail, Type 2	4,000 lin.ft.	2.75	11,000.00
Guard Rail, Type 2A	2,250 lin.ft.	3.15	7,087.50
Guard Rail Anchors	21 only	225.00	4,725.00
Extra for Guard Rail Bridge Connection	8 only	200.00	1,600.00
Type 2 Fence	4,700 lin.ft.	0.95	4,465.00
Extra for Asphalt Approaches	14 only	70.00	980.00
Extra for Asphalt Curbs	1,000 lin.ft.	1.00	1,000.00
Loose Riprap, Class 700	320 cu.yd.	6.00	1,920.00
Loose Riprap, Class 100	2,000 cu.yd.	6.00	12,000.00
16' Cattle Guards	1 only	2,500.00	2,500.00
Guide Posts, W-1	80 only	8.00	640.00
Roadside Seeding	21 acre	80.00	1,680.00
Roadside Mulching	21 acre	225.00	4,725.00
Seed Mixture	700 lb.	1.25	875.00
Fertilizer, 22-16-8	90 cwt.	16.00	1,440.00
			$1,109,590.00
Flagging (60% of contractor's cost)	All Required		$ 5,000.00
Temporary Erosion Control	All Required		5,000.00
			$ 10,000.00
	Subtotal		$1,119,590.00
	10% Engr. & Cont.		111,959.00
	Total		$1,231,549.00

Type Code X081
Sixes River (Br. No. 901C) (Sta. 1122+05 to Sta. 1127+05)

Bridge Removal Work	All Required		$ 10,000.00
Shoring, Cribbing, Etc.	All Required		60,000.00
Structure Excavation	2,700 cu.yd.	8.00	21,600.00
Structure Excavation Below Elevations Shown	200 cu.yd.	8.00	1,600.00
Furnish Steel Piling	10,670 lin.ft.	4.50	48,015.00
Drive Steel Piles	198 only	100.00	19,800.00
Splice Steel Piles	50 only	30.00	1,500.00

Class "A" Concrete (1,730 cu.yd.)	All Required		$ 183,600.00
Seal Concrete	310 cu.yd.	40.00	12,400.00
120'/125' Bulb Tee Prestressed Beams	14 only	4,600.00	64,400.00
125'/130' Bulb Tee Prestressed Beams	14 only	4,600.00	64,400.00
Reinforcement (313,700 lb.)	All Required		55,000.00
Two Tube Metal Railing	1,003 lin.ft.	13.00	13,039.00
8-inch Culvert Pipe	44 lin.ft.	4.00	176.00
			$ 555,530.00

Type Code X080
Crystal Creek (Br. No. 928A) (Sta. 1110+03.50 to Sta. 1111+06.42)

Bridge Removal Work	All Required (100%)		$ 3,500.00
Shoring, Cribbing, Etc.	All Required (70%)		1,890.00
Structure Excavation	90 cu.yd.	8.00	720.00
Structure Excavation Below Elevation Shown	10 cu.yd.	8.00	80.00
Furnish 16" Prestressed Concrete Piling	1,520 lin.ft.	8.00	12,160.00
Drive Prestressed Concrete Piles	32 only	175.00	5,600.00
Prestressed Concrete Pile Extensions	80 lin.ft.	12.00	960.00
Class "A" Concrete (56 cu.yd.)	All Required (88%)		7,040.00
4' x 30'/35' Prestressed Slabs	39 only	880.00	34,320.00
Reinforcement (9,500 lb.)	All Required (91%)		1,820.00
Three Tube Metal Railing	208 lin.ft.	24.50	5,096.00
			$ 73,186.00

Type Code X080
Access Road Bridge (Br. No. 9875) (Sta. 1098+50) (Length 52')

Shoring, Cribbing, Etc.	All Required (30%)		$ 810.00
Structure Excavation	30 cu.yd.	8.00	240.00
Structure Excavation Below Elevation Shown	5 cu.yd.	8.00	40.00
Furnish 16" Prestressed Concrete Piling	270 lin.ft.	8.00	2,160.00
Drive Prestressed Concrete Piles	6 only	175.00	1,050.00
Prestressed Concrete Pile Extensions	15 lin.ft.	12.00	180.00
Class "A" Concrete (8 cu.yd.)	All Required (12%)		960.00

4' x 50'/55' Prestressed Slabs	4 only	1,750.00	$ 7,000.00
Reinforcement (990 lb.)	All Required (9%)		180.00
Metal Rail	100 lin.ft.	18.00	1,800.00
			$ 14,420.00
	Subtotal		$ 643,136.00
	10% Engr. & Cont.		64,313.00
	Total		$ 707,449.00

Length of Roadway - - - - - - - - - - - - 2.010 miles
Length of Structure - - - - - - - - - - - 0.114 mile
Total - - - - - - - - - - - - 2.124 miles

Cost of Roadway per Mile - - - - - - - - $604,611.44

Retained in Program Status

Slide Correction	All Required	$ 20,000.00
Pavement Striping	All Required	500.00
Additional Clearing at Sixes River	All Required	1,500.00
Furnish & Place Boulders in Channel Change, Crystal Creek	All Required	500.00
	Subtotal	$ 22,500.00
	10% Engr. & Cont.	2,250.00
	Total	$ 24,750.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,231,549.00	$ 782,526.00	$449,023.00
Structures	707,449.00	449,513.00	257,936.00
Subtotal	$1,938,998.00	$1,232,039.00	$706,959.00
Retained in Program Status	24,750.00	15,700.00	9,050.00
Total	$1,963,748.00	$1,247,739.00	$716,009.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7494

Prefix 8-1049

SIXES RIVER SECTION

FEDERAL-AID PROJECT NO. F-70(4)

Nonparticipating - State Work

Adjust Utilities (Coos-Curry Electric)	All Required	$ 6,000.00

RECEIVED
NOV 10 1970
FOR FILING

F-70(4)
7494

November 9, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of November 2, 1970, is requested in the award of contract for the Sixes River Section, Project No. F-70(4).

The contractor receiving the award is Ross Bros. Construction, Inc. and E. B. Dennis & Sons, Inc., in the amount of $1,752,726.00, with Contract No. 7494 assigned. This bid was received on October 29, 1970, and awarded on November 2, 1970.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Federal Highway Administration Endorsement

Date_____

I concur in the award.

R. E. Simpson
Division Engineer

DAR:ia

RECEIVED
NOV 5 - 1970

F-70(4)
7494

November 4, 1970

Knox Bros. Construction, Inc.
& O. D. Dennis & Sons, Inc.
3501 Brooklake Road N. E.
Salem, Oregon 97303

Gentlemen:

The State Highway Commission on November 2, 1970, awarded to you State Highway Contract No. 7494 in the amount of $1,752,726 on the Sixes River Section of the Oregon Coast Highway in Curry County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

bc F. D. Morgan
I. D. Merchant
John Hagedorn
C. T. Kenney
William Gaibel (SAIF)

RECEIVED
OCT 9 1970
FOR FILING

FORM PR-1240
(REV. 6-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
F-70(4)

STATE PROJECT NO.
SIXES RIVER SECTION

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON
F-70(4)

PROGRAM NO.

ITEM NO.
P-490

COUNTY NAME
CURRY

PROGRAM STAGE (Check)
[ ] 1 [X] 2

TO:
7474

10-12-70

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

Young
Wlene.
10-13-70
NOTED
F. B. KLABOE

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
OCTOBER 7, 1970	OCTOBER 7, 1970	PRIMARY 2
		STATE ROUTE NUMBER: PRIMARY 9

LIMITS OF AUTHORITY

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $5,000.00 AND EROSION CONTROL IN THE AMOUNT OF $5,000.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) CONTRACTOR'S FLAGGING $5,000.00; EROSION CONTROL $5,000.00
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [X] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S OCTOBER 5, 1970 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

THE STANDARD SPECIFICATIONS FOR WELDED HIGHWAY BRIDGES AND INCIDENTAL STRUCTURES, JULY 1970 ISSUE, ARE APPROVED FOR USE ON THIS PROJECT.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

RECEIVED
OCT 13 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-12-70	[signature]	for DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

TRANSACTION NUMBERS 10-13 AND 10-14

FORM PR-48 (REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 10-2-70

BY (Signature): MR. YOUNG'S SEPTEMBER 21, 1970 LETTER

TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 490 THRU 491

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	LOCATION	WORK
490	F-70(4)	2.13	1,855,000	1,177,000	SIXES RIVER SECTION US-101	GRADE, DRAIN, HIGH TYPE PAVEMENT AND 3 BRIDGES
491	F-222(7)	1.88	1,326,000	842,000	GELLATLY SUMMIT SECTION US-20	GRADE, DRAIN, HIGH TYPE PAVEMENT, 2-12' LANES PLUS 1 12' CLIMBING LANE.

OTHER IDENTIFICATION AND/OR REMARKS (State)

Young 10-7-70

10-2-70

REMARKS (Division)

RECEIVED OCT 7 - 1970 FOR FILING

E. 7411 7414

NOTED E. B. [illegible]

NOTED TOM EDWARDS

RECEIVED OCT 5 1970 OFFICE OF STATE HIGHWAY ENGINEER

RECOMMENDED

DATE: _____ SIGNATURE AND TITLE: _____

APPROVED

DATE: 10-2-70 SIGNATURE AND TITLE: R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

9-21-70

FEDERAL - AID P

(PPM 2

	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR
CARD 2	1 (19) (20)	US 101 Sixes, South 1.6 miles 21 65	ADT	2,900	5,500 (69) (70)	9 (71)

	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH
CARD 3	Gr. Dr., High-type Pave., 3 Brs. 28 42	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74)

	CLASS OF FEDERAL FUNDS	COUNTY NAME
CARD 4	Primary	Curry
	NAME OF URBAN AREA 17-31	ROUTE NO. P / FEDERAL-AID 2

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT CO: TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (7
5					PE		US 101 Sixes, South 1.6 miles			
5					ROW		(Sixes River Section)			
5					CONST (CODE)			2.13	1,855,000	1,177,000
							PROJECT TOTALS	2.13	1,855,000	1,177,000

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

(16) (23) (26)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

-21-70

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
65	ADT	2,900	5,500 (66) (70)	90 (71) (72)	08	Oregon	35 (2) (3)	012 (4) (9)	490 (10) (15)

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI. DESIG.
(69)	(70)	(71) (72)	(73)	(74) (75)	F- (14) (23)	70 (7) (13)	(4)	(24) (26) (27)

COUNTY NAME: Curry — CODE: 015 (17) (19)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
P	2 (32)	9 (36) (37)	101 (41)

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(54) (58)	(59) (66)	(67) (76)			
					Gr. Dr., 2-12' lanes H.T. Pave. with 10' shldrs., climbing lanes as required, 3 brs. (length 628')
					ROW - 180' min.; Access Control-partial Parking restrictions-None
2.13	1,855,000	1,177,000	678,000		
2.13	1,855,000	1,177,000	678,000		
	(16) (23) (24) (33)				

REMARKS

Additional Data: This section constructed under Project FAP 70-A.

(over)

USCOMM DUSCOMM-DC 46905-P61

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

9-21-70

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(65)		2,900	5,500 (66) (70)	90 (71) (72)	08	Oregon	35 (2) (3)	012 (4) (9)	490 (14) (18)

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER			I. Projects Only
					PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI. DESIG.
(68) (69)	(70)	(71)	(72) (73)	(74) (75)	F- 14 23	70 7 13	(4)	(24) (26) 27

	COUNTY NAME	CODE	PROGRAM STAGE
	Curry	015 (14) (16)	1 OR X 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
P	2 (32)	9 (35) (37)	101 (41)

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(54) (58)	(59) (66)	(67) (76)			Gr. Dr., 2-12' lanes H.T. Pave. with 10' shldrs., climbing lanes as required, 3 brs. (length 628')
2.13	1,855,000	1,177,000	678,000		ROW - 180' min.; Access Control-partial Parking restrictions-None
2.13	1,855,000	1,177,000	678,000		
(16)	(23) (24)	(33)			

REMARKS

Additional Data: This section constructed under Project FAP 70-A.

(over)

USCOMM DUSCOMM-DC 48905-P61

SIXES RIVER SECTION
PROJECT NO. F-70(4)

Existing Facilities

Roadway: 20' bituminous macadam surface with 1' shoulders.

Structures: 1 - Crystal Cr. Br.; Br. No. 928; 95' timber trestle; H.C. 23'; H-20 loading.
2 - Sixes River Br.; Br. No. 901; 593' steel deck truss; H.C. 22'-10"; H-15 loading.

Adjacent Sections

North End: 20' bituminous macadam surface with 1' shoulders.
South End: Connects to Project F-70(3).

Project Data

The project consists of the following:

Roadway: Grade and drain two 12' lanes high-type pavement with 10' shoulders and 12' climbing lanes where required.
Type Code 6203 Est. Cost $1,178,000

Structures:

MP	Description	Type Code	Est. Cost
0.00	North end of project		
0.36 Lt.	Road approach Br.; Br. No. 9875; Hwy. over waterway (over 24' bottom drain ditch); Prestressed slab span; Length 25'; H.C. 14'.	X080	$ 17,000
0.59	Crystal Cr. Br.; Br. No. 928A; Hwy. over waterway; Prestressed slab span; Length 103'; H.C. 48'.	X080	85,000
0.85	Sixes River Br.; Br. No. 901C; Hwy. over waterway; Prestressed deck beam; Length 500'; H.C. 48'.	X081	575,000
	Str. Total Estimate		$677,000

System Action, Airports, Water Development & Railroads: None involved.
Public Hearing: Held Sept. 15, 1966
Location/Design: Approved, FHWA memorandum September 16, 1969.
The Highway Division has considered the social, economic and environmental effects.
Parks, Historical and Recreational Areas: None involved.

Project review by State and District #7 Clearinghouses not required under paragraph 2b of IM 50-1-70 as a substantial amount of right of way was acquired prior to Sept. 30, 1969. Federal Highway Administration concurred by letter of Feb. 19, 1970.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

9-21-70

FEDERAL-AID PROGR (PPM 21-1)

| | | |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

9-21-70

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(65)	ADT	2,900 (66)	5,500 (70)	90 (71) (72)	08	Oregon	35 (2) (3)	012 (4) (9)	490 (14) (18)

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI. DESIG.
(68) (69)	(70)	(71)	(72) (73)	(74) (75)	F- 14 23	70 7 13	(4)	(24) (26) 27

COUNTY NAME: Curry — CODE: 015 (14) (16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. P — FEDERAL-AID: 2 (32) — STATE: 9 (36) (37) — U.S.: 101 (41)

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
(54) (58)	(59) (66)	(67) (76)			
					Gr. Dr., 2-12' lanes H.T. Pave. with 10' shldrs., climbing lanes as required, 3 brs. (length 628')
2.13	1,855,000	1,177,000	678,000		ROW - 180' min.; Access Control-partial Parking restrictions-None
2.13	1,855,000	1,177,000	678,000		
(16)	(23) (24)	(33)			

REMARKS

Additional Data: This section constructed under Project FAP 70-A.

(over)

USCOMM DUSCOMM-DC 48905-P61

RECEIVED
SEP 28 1970
F&G GAME

F-70(4)

7494

GAME COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 222-9611

TOM McCALL
GOVERNOR

COMMISSIONERS
GEORGE L. HIBBARD, Chairman
JOHN P. AMACHER, Vice Chairman
J. PAT METKE, Member
JOSEPH W. SMITH, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
State Game Director

September 17, 1970

State Highway Engineer
State Highway Department
Highway Building
Salem, Oregon 97310

Attention Mr. Frank L. Hall

Hall
A. Olson
Wills
Hackleman
Carstensen
Keyes
Terpin

RECEIVED
SEP 21 1970
DESIGN SECTION

Scott
Swenson
R. Olson
Trout
Do Not File ☐
Keep ☐
Return To
Other

Dear Sir:

We are replying to your letter of August 7, 1970, relative to the plans of "Sixes River Section, Curry County, Oregon Coast Highway."

This project generally will not have too much impact on the fishery resource. Crystal Creek contains runs of chinook and coho salmon, as well as steelhead trout and cutthroat trout. Either adult fish, their resultant ova, or juvenile fish are present the year around. Minimum damage to fish would result if work in the stream was accomplished between July 1 and October 15.

Turbidity should be carefully controlled during any work on the channel change.

The new channel change will result in considerable velocity increase during fish migration periods. We would like to request that boulder placement be done here as has been effective on other similar projects. Our district biologist, Arvo Riikula, at Gold Beach, 247-6228, will be available for advice on specific placement needs.

cc's sent 9-21-70

F. B. Klaboe
L. H. Young
W. J. Hart
C. G. Swenson
W. H. Tebeau
F. E. Terpin
C. T. Keasey

We certainly recommend the use of a bridge for the crossing rather than any type of culvert.

Thank you for the opportunity to comment on the project plans.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

ROK:js

cc: Dir. OFC

RECEIVED
SEP 22 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 18 1970
FC...
E-70(4)
.7494

September 17, 1970

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Sixes River Bridge, Oregon Coast Highway, Curry County
Bridge No. 901C
Your Ref. 08-35.6

We have reviewed the items covered in your letter of September 8.

The foundation data at Bents 4 and 3 have been restudied, and we feel sure that the required pile penetration can be obtained.

The riprap has been changed to Class 100 as you requested.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

cc R. L. Porter
Tom Edwards
I. D. Merchant
L. H. Young
V. E. Skoog
JMT:smd ms

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: September 8, 1970

In reply refer to: 08-35.6

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Johnson
cy-Memo dtd
9-9-70

SUBJECT: Oregon Project F-70(-)
Sixes River Preliminary Plans

We find the above submission dated August 21 signed by Mr. Wallace generally acceptable. There are a few minor items which may be of concern.

At Bents 4 and 5 the pile foundation is in a weathered shale. At Bent 4 the shale appears to be harder and the entire penetration (12 feet below the seal) is into this material. We are concerned that you will obtain the indicated penetration and the necessary lateral stability.

We note that you require Class 700 riprap. With a stream velocity of less than 6 feet per second it would appear that Class 100 would be sufficient.

Please reconsider these items in your preparation of final plans and specifications.

NOTED
TOM EDWARDS

NOTED
J. M. [illegible]

RECEIVED
SEP 14 [illegible]
BRIDGE DIVISION

RECEIVED
SEP 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 1970
FOR FILE

AUG 10 1970 RECEIVED
FISH COMMISSION

Director
Asst. Director
Fiscal Officer
Stat. Asst.
Auditor
Timekeeper
Fish
Info.
Surname
Routing

RECEIVED
AUG 26 1970
DESIGN DIVISION

A. Olson
Sample
K. Olson
Carstensen

OREGON STATE HIGHWAY DIVISION

E-70 (4)
7-24

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

August 7, 1970
8-25-70

Mr. Robert W. Schoning
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Attention: Mr. Burt Carnegie

Dear Sir:

Re: Sixes River Section, Curry County
Oregon Coast Highway

To comply with Modification No. 1 dated May 19, 1965 of our Memorandum of Understanding dated September 12, 1963, herewith preliminary plans on the subject project scheduled for contract letting October 29, 1970.

Your special attention and recommendations will be appreciated.

cc's sent 8-27-70
F. B. Klaboe
L. H. Young
W. J. Hart
C. G. Swenson
W. H. Tebeau
F. E. Terpin
C. T. Keasey (2)

SNR 8-25-70

Enclos.

Very truly yours,

R. L. Porter
State Highway Engineer

By Frank L. Hall
Frank L. Hall
Design Supervising Engineer

RECEIVED
AUG 27 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

Dear Frank
Standard precautions for fish protection will be required at stream crossings.
Project approved,
BURT

RECEIVED
SEP 24 1969
FOR FILING

F-70(4)
7424

S GOVERNMENT

andum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: September 16, 1969

In reply refer to: 08-35-EC/400.1

Copy to Hearing file

ooper, State Highway Engineer

[illegible] Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon Project F-70(-)
Sixes River Section
Oregon Coast Highway, US 101
Curry County

I concur that no additional hearings are required for the subject project. With reference to design approval it is felt that at the time the new PPM 20-8 was issued development of this project had proceeded to the point that the provisions of Paragraph 10 were not applicable. No further action is therefore required under current PPM 20-8.

Young
By [illegible], State Hwy. Engr.

original to Young 9-17-69

RECEIVED
SEP 17 1969
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. D. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

August 13, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon 97301

Sixes River Section
Project No. F-70(-)
Oregon Coast Highway, US 101
Curry County

Dear Sir:

We hereby request your concurrence that additional hearings are not required on the subject project and that the subject project had progressed by January 14, 1969, the effective date of the current PPM 20-8, beyond the point where design approval would have been given by the Bureau of Public Roads had we been operating under the current PPM 20-8. The request is based on the following data:

1. A public hearing was held for the subject project on September 15, 1966 under the provisions of PPM 20-8(1) dated June 16, 1959. A copy of the hearing transcript was forwarded to you on October 14, 1966.

2. The Highway Commission, on October 6, 1966, approved the survey of the project for advance right of way purchase.

3. Right of way acquisition was 90% complete with all but four parcels of the required twenty-six acquired before January 1969.

4. Plans for the subject project were submitted for your review February 19, 1969. This project is a continuation of the improvement accomplished under Project F-70(3). The proposed work is to provide two 12-foot lanes of high type pavement with 10-foot shoulders, 12-foot climbing lanes and two bridges.

We further request your concurrence that no further action is required for the subject project under the current PPM 20-8, regarding location and design approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

cc: F. B. Klaboe
D. J. Barbee
R. W. Ellison
B. L. Gifford
R. N. Chase

RECEIVED
AUG 13 1969
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 4 Pages

RECEIVED NOV 25 1968 FOR FILING

Section SIXES RIVER Highway OREGON COAST (FAR 2) County CURRY Prefix 8-1689

Res. Engr. _____ Approx. Length 2± Miles. Sta. 1089± to Sta. 1192± Date 11-19-68

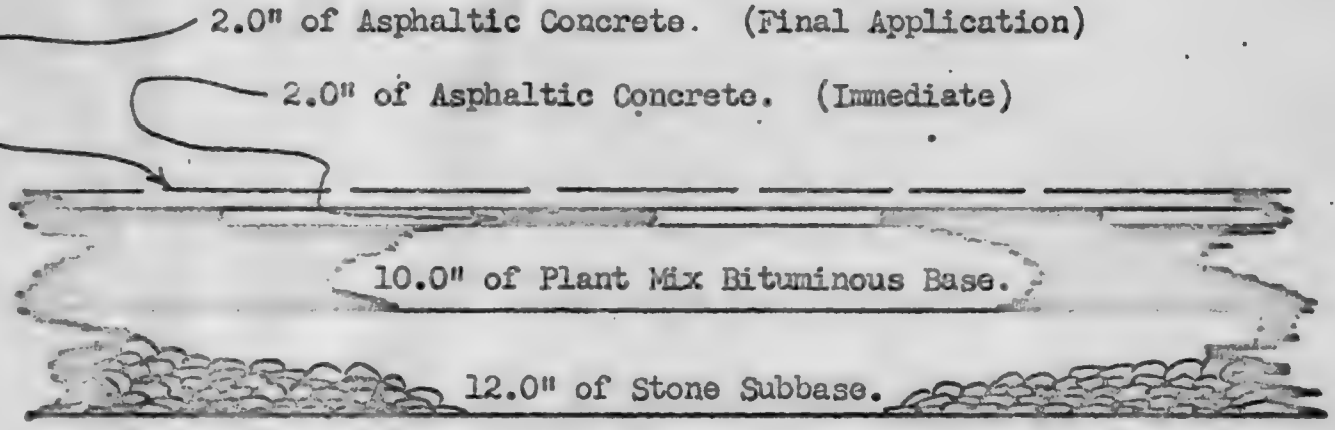
Mean Truck A.D.T. 567 Traffic Coefficient 9.3 18 kip s.a. per day 362.5.

Annual Precipitation 63"± Frost Penetration xxx.

(1)
Typical Soil
25 LL
3 PI
97 %P 10
77 %P200
3 %Gravel
4 %C Sand
15 %F Sand
54 %Silt
24 %Clay
7 "R" Value (Corrected)

AASHO CLASSIFICATION:
A-4 (8)

MATERIAL SOURCES:
To be determined by the Engineer.


2.0" of Asphaltic Concrete. (Final Application)
2.0" of Asphaltic Concrete. (Immediate)
10.0" of Plant Mix Bituminous Base.
12.0" of Stone Subbase.

(1)
Clayey Silt

See remarks on Page 2

	CBR Total Req.	Credit	Actual Thick.	
		4.0	2.0	A.C.(FA)
		4.0	2.0	A.C.(I)
		15.0	10.0	P.M.B.B.
		9.5	12.0	Stone Subbase
	32.5	32.5	26.0	

Routing

Morgan	Prasse
Docker	Swan
Bond	Glenn
Walker	Litchfield
Boehme	Gallagher
Johnsen	Stein

RECEIVED
NOV 25 1968
CONSTRUCTION DIVISION

F. B. KLABOE

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
~~Office Engineer~~
Design Engineer
Division Geologist
Specifications
~~Estimating~~ Engineer
~~Right of Way~~ Engineer
Final Design Engineer

Submitted by C. O. Snyder for Staff Assistant

Recommended by O. A. Hutton Engineer of Materials

Recommended by A. T. Docker Asst Construction Engineer

Approved by B. Klaboe Asst. State Highway Engineer

SIXES RIVER SECTION

OREGON COAST HIGHWAY

CURRY COUNTY

Remarks:

Following are recommendations for material from the Sixes River:

The Asphaltic Concrete aggregate to be crushed from the natural gravel retained on the ½" screen or larger.

Aggregate for Plant Mix Bituminous Base to be the natural material passing the 1" screen.

Oregon Air Degradation requirement for A.C. and P.M.B.B.:

Passing #20	30.0% Maximum
Height	5.0 inches maximum

Detailed specification for the Asphaltic Concrete and Plant Mix Bituminous Base will be furnished by Material Division (Laboratory).

Better subgrade material (Sand or Sandy Gravel) may be encountered in cuts during grading; should this material be placed in the upper portion of the subgrade, the bottom base course could be substantially reduced. When the subgrade is to grade, and if granular materials have been placed as mentioned above, the Resident Engineer should request sampling and testing of the material in order that a reduced pavement thickness may be considered.

SIXES RIVER

OREGON COAST HIGHWAY

CURRY COUNTY

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	P.M.B.B. xxx xxxxx.	3/4"-0 Level	Crushed Base	S.S. xxx xxxxx	"CBE" Total Requirement	Actual Thickness
8.0-9.0	3.5"	6.0"	xxx	xxx	15.0"	28.0"	24.5"
7.0-8.0	3.5"	4.0"	xxx	xxx	14.5"	24.5"	22.0"
6.0-7.0	3.0"	xxx	2.0"	xxx	17.0"	21.5"	22.0"
4.8-6.0	2.0"	xxx	2.0"	xxx	15.0"	18.0"	19.0"
Cars Only	2.0"	xxx	2.0"	xxx	9.0"	13.0"	13.0"

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphaltic Concrete	=	2.0" Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.5" Crushed Base
1.0"	Cement Treated Base	=	-- " Crushed Base
1.0"	Oil Mat	=	1.1" Crushed Base
1.0"	Stone Subbase (Per Standard Specifications plus Supplementals)	=	0.8" Crushed Base
1.0"	Lime Treated Subgrade	=	-- " Crushed Base

TRAFFIC ANALYSIS

SECTION: SIXES RIVER

HIGHWAY: OREGON COAST

COUNTY: CURRY

2800 Present ADT (1968)

14 Percent Trucks

AXIES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	97	1.9	184	141	450	63,450
3	55	"	105	80	1000	80,000
4	8	"	15	12	1250	15,000
5	230	"	437	334	3180	1,062,120
6	0	---	---	---	2570	---
	390			567	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 1,220,570

TWENTY YEAR EWL 24,411,400

TRAFFIC COEFFICIENT 9.8

SECTION: SIXES RIVER

HIGHWAY: OREGON COAST

COUNTY: CURRY

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good xx Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Part of design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Goverrment Preference, and Recognition of Local Industry: Not Applicable
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: See remarks

CONCLUSION AND REMARKS:

No cost comparison made for this project. The surfacing thickness design is based on use of local available materials.

14-3318 Viento State Park located adjacent to Columbia R. Hwy., W. of Hood River (Landscape improve.) 1970

#7495

RECEIVED
MAY 4 - 1972
FOR FILING

7495

May 4, 1972

United Pacific Insurance Co.
Fidelity and Surety Department
P. O. Box 1256
Tacoma, Washington 98401

Gentlemen:

On April 27, 1972, we wrote to you concerning release of final payment on Contract No. 7495 awarded to Gunnen's Landscaping for landscape improvement in Viento State Park in Hood River County.

Final payment on this contract is $1,279.80 and the total contract amount is $11,536. No work was performed under force account.

Very truly yours,

Floyd Ousey, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Gunnen's Landscaping
9659 S. W. Knight St.
Portland, Oregon 97266

C. T. Keasey
Walt Hart
V. E. Skoog
Attn: John Kerr
J. F. Putnam

DEFINED
APR 20 1972
FOR FILING

7495

April 27, 1972

United Pacific Insurance Co.
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7495 awarded to Gannon's Landscaping for landscape improvement in Viento State Park in Hood River County was completed on May 31, 1971, and accepted by the Highway Commission on April 26, 1972.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before May 2, 1972.

There are no outstanding claims filed against the contract.

Very truly yours,

Floyd Omsby, Secretary
OREGON STATE HIGHWAY COMMISSION

fm
cc Gannon's Landscaping
9659 S. E. Knight St.
Portland, Oregon 97266

C. T. Keasey
Walt Hart
V. E. Shoog
Attn: John Herr
J. F. Putnam

7495

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Viento State Park		WEEK ENDING: April 15, 1972
		SECTION PREFIX: 14-3318
HIGHWAY: —		COUNTY: Hood River
NAME OF JOB: Viento State Park	KIND OF WORK: Landscape Improvement	
CONTRACTOR: Gannon's Landscaping	CONTRACT NUMBER: 7495	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: November 2, 1970	DATE WORK STARTED: November 19, 1970	ESTIMATED COMPLETION DATE: May 31, 1971
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: —	WORK DAYS USED: —
	SPECIFIED CALENDAR DAYS: —	CALENDAR DAYS USED: —
PROJECT AUTHORIZATION: $15,440.32	SPECIFIED COMPLETION DATE: May 31, 1971	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $14,091.82	ENGINEERING AUTHORIZATION: $1348.50	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $11,536.00	ENGINEERING COST TO DATE: $1799.92	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 86
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 18 %	PERCENT OF AUTHORIZATION 133 %	DATE PROJECT WAS COMPLETED: May 31, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			Trees	Shrubs	Compost	Seeding	Topsoil
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)			650 Ea.	720 Ea.	560 C.Y.	3.00 Acres	440 C.Y.
TOTAL QUANTITIES CORRECTED TO DATE			473 Ea.	718 Ea.	338.5 C.Y.	3.22 Acres	357.5 C.Y.
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			473 Ea.	718 Ea.	338.5 C.Y.	3.22 Acres	357.5 C.Y.
AVERAGE DAILY QUANTITIES			0 Ea.	0 Ea.	0.0 C.Y.	0.00 Acres	0.0 C.Y.
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			0 Ea.	0 Ea.	0.0 C.Y.	0.00 Acres	0.0 C.Y.
NUMBER OF SHIFTS PER DAY			0	0	0	0	0
HOURS PER SHIFT			0	0	0	0	0

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy	0		
MONDAY	Cloudy	0		
TUESDAY	Cloudy	0		
WEDNESDAY	Cloudy	0		
THURSDAY	Cloudy	0		
FRIDAY	Cloudy	0		
SATURDAY	Cloudy	0		

BEN GANNON

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No activity on project.
MONDAY	No activity on project.
TUESDAY	No activity on project.
WEDNESDAY	No activity on project.
THURSDAY	No activity on project.
FRIDAY	No activity on Project.
SATURDAY	No activity on project.

REMARKS

Al work on project has been completed.
Semi-final estimate submitted.

****FINAL REPORT****

SIGNED W. Reid Merritt LOCATION The Dalles, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES.

SP-F218

RECEIVED
OCT 7 - 1971
FOR FILING

14-5318

7495

October 6, 1971

Francis Wholesale, Inc.
11710 S. E. 82nd Avenue
Portland, Oregon 97266

Attention: Helen R. Willing
Office Manager

Gentlemen:

Thank you for your letter of October 4 advising us that your claim with Gennon's Landscaping has been paid in connection with their Contract No. 7495.

Our records indicate that this claim was for top soil in the amount of $414.

This information will be noted in our records, and we will advise the surety and the principal contractor of the receipt of your letter.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1816
Tacoma, Washington 98401

Gennon's Landscaping
9659 S. E. Knight Street
Portland, Oregon 97266

NOTED ON CARD
10-6-71 dr

bc Commission

Francis Wholesale, Inc.

11710 S.E. 82nd Avenue - Portland, Oregon 97266 — Phone 659-0956

7007 N.E. Union Avenue - Portland, Oregon 97211 — Phone 659-0956

October 4, 1971

Floyd Query, Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Dear Sir:

This is to advise you that our claim with Gannon's Landscaping Contract No. 7495 for landscape improvement in Viento State Park in Hood River County has been paid this date.
Thank you for your assistance in this matter.

Sincerely,

Nolen R. Willing
Office Manager

NOTED
FLOYD QUERY

RECEIVED
OCT 6 - 1971
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
OCT 15 1971
FOR FILING

Claim 4628

FILED
OCT 11 1971
CLAY MYERS
SECRETARY OF STATE

NOTED ON CARD
10-14-71 KL

14-3318

7495

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

October 1, 1971

Francis Wholesale, Inc.
11710 S. E. 82nd Avenue
Portland, Oregon 97266

Attention: Nolen R. Willing
Office Manager

Gentlemen:

This is to acknowledge receipt of your letter of September 29 with attached statement indicating that Cannon's Landscaping owes you for top soil in the amount of $414.

This appears to be in connection with Cannon's Landscaping Contract No. 7495 for landscape improvement in Viento State Park in Hood River County.

The United Pacific Insurance Company furnished the performance bond on this contract. We will advise them of the receipt of this claim, and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

RECEIVED
OCT 1 1971
OREGON
STATE HIGHWAY COMMISSION

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION
ORIGINAL SIGNED
By C. W. HEAD
C. W. Head, Assistant Secretary

CWH:kl

cc United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gannon's Landscaping
9659 S. E. Knight Street
Portland, Oregon 97266

bc Commission
Hon. Clay Myers - Please acknowledge receipt of this claim on the enclosed copy of this letter. ✓

NOTED
C. W. HEAD

Form E-123

Francis Wholesale, Inc.

11710 S.E. 82nd Avenue - Portland, Oregon 97266
Phone 659-0956

7007 N.E. Union Avenue - Portland, Oregon 97211
Phone 659-0956

September 29, 1971

Floyd Query
Secretary of Highway Commission
Room 121
State Highway Building
Salem, Oregon

Dear Sir:

We would like to file a claim against contract #7495 for the topsoil which we provided on the landscaping work at Viento State Park in Hood River County, Oregon. A copy of our statement to Gannon's Landscaping in the amount of $414.00 is attached. We have not received payment for this topsoil.

Sincerely,

Nolen R. Willing

Nolen R. Willing
Office Manager

cc

NOTED
C. W. HEAD

RECEIVED
SEP 30 1971
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

STATEMENT

FRANK'S WHOLESALE
[illegible]
PORTLAND, OREGON 97266

June 16 19 71

TO Gannon's Landscaping

ADDRESS 9659 S.E. Knight St.

CITY Portland, Oregon 97266

TERMS

Please detach and return upper portion with your remittance $

		First 200 yards of Topsoil					
		As per agreement				250	00
		Yardage in excess of 200 yards:					
		82 yards @ 2.00				164	00
					$	414	00

Your Check is Your Receipt

GreyLine "SNAP-A-WAY" FORM 44-810 2-PARTS WILSON JONES COMPANY © 1961 PRINTED IN U.S.A.

RECEIVED
JUL 7 - 1971
FOR FILING

14-3318
7495

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 15, 1971

To: MEMO TO THE FILES

SUBJECT: Viento Landscape
Final Inspection

On June 10, 1971 a final inspection was made at Viento State Park on the landscape contract. Those in attendance were Reid Meritt, J. F. Putnam, and Richard Hawkins from Region 4; Roy Olson, Skip Spooner, and myself from Salem; and Paul Gannon, the contractor. The job was accepted and a plant material establishment period begun.

For the record, the slopes were somewhat rough and unmanicured, roadside seeding unestablished, some plant materials undersized, and general workmanship poor. In view of the plant material quality, all replacement plants at the end of the establishment period should be checked for conformance to specifications by either a Landscape or Parks representative. The replacement plants should be assembled at the job in one lot for a single inspection. No piecemeal replacement program should be permitted.

Larry Jacobson
Parks Planning Supervisor

LJ:sw

cc: J. F. Putnam
Reid W. Meritt
Roy Olson
Warren Gaskill

RECEIVED
NOV 5 - 1970

14-3318

7495

November 4, 1970

Gremens Landscaping
9659 S. E. Knight
Portland, Oregon 97266

Gentlemen:

The State Highway Commission on November 2, 1970, awarded to you State Highway Contract No. 7495 in the amount of $13,465 in Viento State Park of the Columbia River Highway in Hood River County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Oxley, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

bc F. D. Morgan
I. D. Marchant
W. Reid Merritt
David Talbot
J. F. Putnam
Ray Olsen
William Seibel (2.IF)

T-5019(2) Biddle Rd.-Crater Lake Ave. 1970
(Medford) Sec., on Stevens St.
#7496 (Traffic signals)

CIA 3998

CITY OF MEDFORD
MEDFORD, OREGON 97501

PUBLIC WORKS DEPARTMENT

November 14, 1973

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Re: TOPICS Project T-5019 (2)
Stevens Street at Biddle Road
and Crater Lake Avenue

Dear Mr. Cox:

Submitted is a "before" and "after" evaluation of the above intersections as per your request.

Enclosed collision diagrams show the accident history at each intersection "before" and "after" the signals were installed June 8, 1971.

	ACCIDENTS					
LOCATION	1969	1970	1971	1972	1973*	(thru September 1973)
Stevens & Crater Lake	3	3	4	4	4	
Stevens & Biddle	4	12	6	5	2	

From the collision diagrams we determined that the traffic signal installation at Crater Lake Avenue and Stevens has had little effect on the number of accidents or the type. At Stevens and Biddle the signal installation has corrected the accident pattern of northbound Biddle traffic with turning westbound Stevens traffic.

Traffic volumes have been taken on these streets and compared with earlier counts. The results are as follows:

	ADT					
	2/69	10/69	12/70	6/72	10/72	9/73
Crater Lake between Stevens & Jackson	4,400		8,800	11,200		12,650
Biddle, between Stevens & Jackson		7,400		10,700		10,400
Stevens between Biddle & Crater Lake	4,850				5,350	6,500

Turning movement diagrams have been included for your records.

If further information is desired, please advise.

Very truly yours,

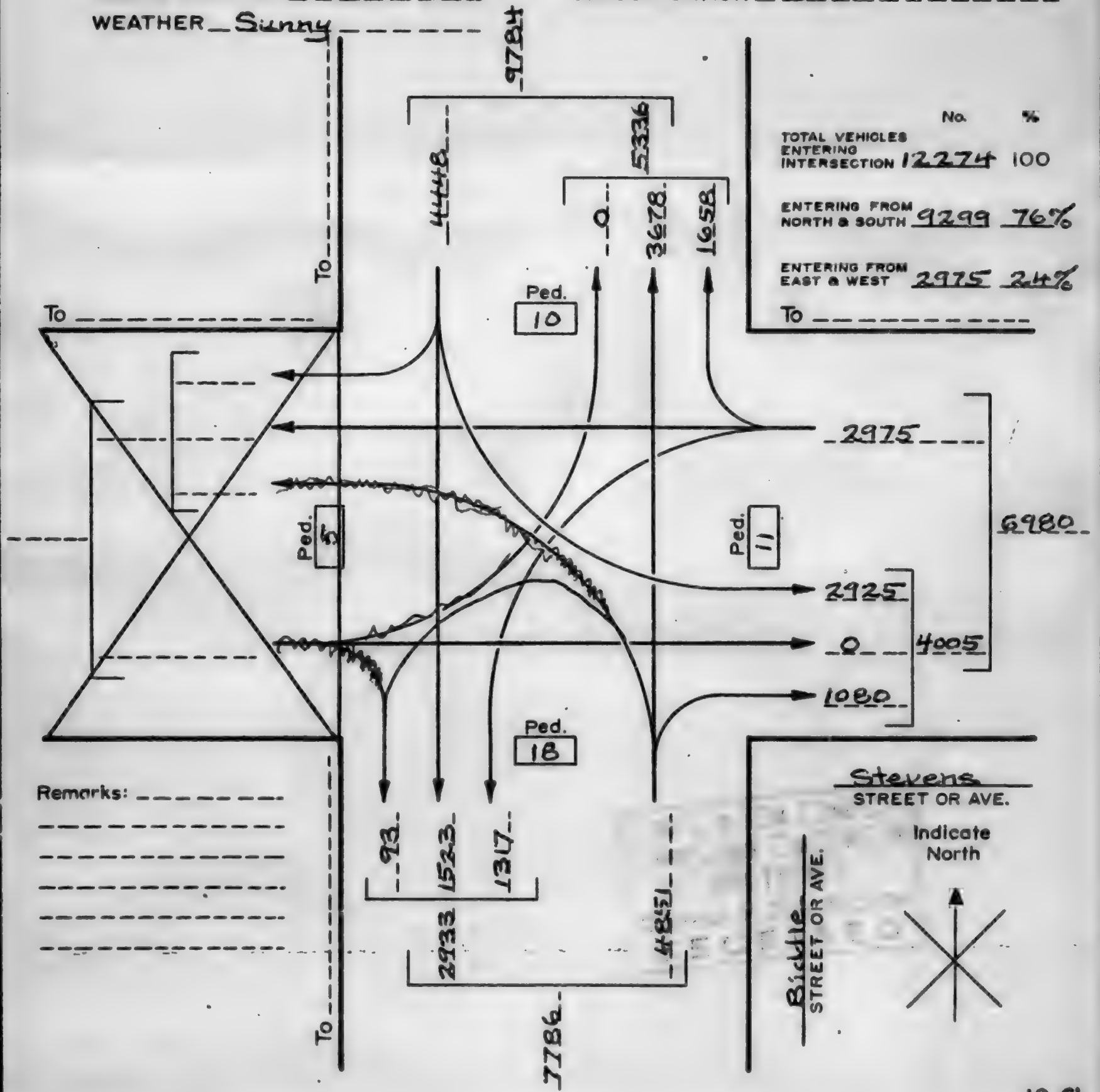
R. D. Kortt
City Traffic Engineer
RDK:pt
Enclosure

RECEIVED
COUNTY & CITY SECTION
NOV 16 1973
ENGR. GEOL. DE AE UE
DPE CE RE DPE

CITY OF MEDFORD
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE 9-12-73
DAY OF WEEK Wed.
ACTUAL COUNT (VEH) 12 HRS.
HOURS COUNTED 7A.M. to 7P.M.
PEDESTRIAN COUNT 12 HRS.
HOURS COUNTED 7A.M. to 7P.M.
WEATHER Sunny

CITY OF Medford
INTERSECTION OF Stevens
AND Biddle
STATION NO.
CODE NO.
CLASSIFICATION Total



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	12274	100
ENTERING FROM NORTH & SOUTH	9299	76%
ENTERING FROM EAST & WEST	2975	24%
To		

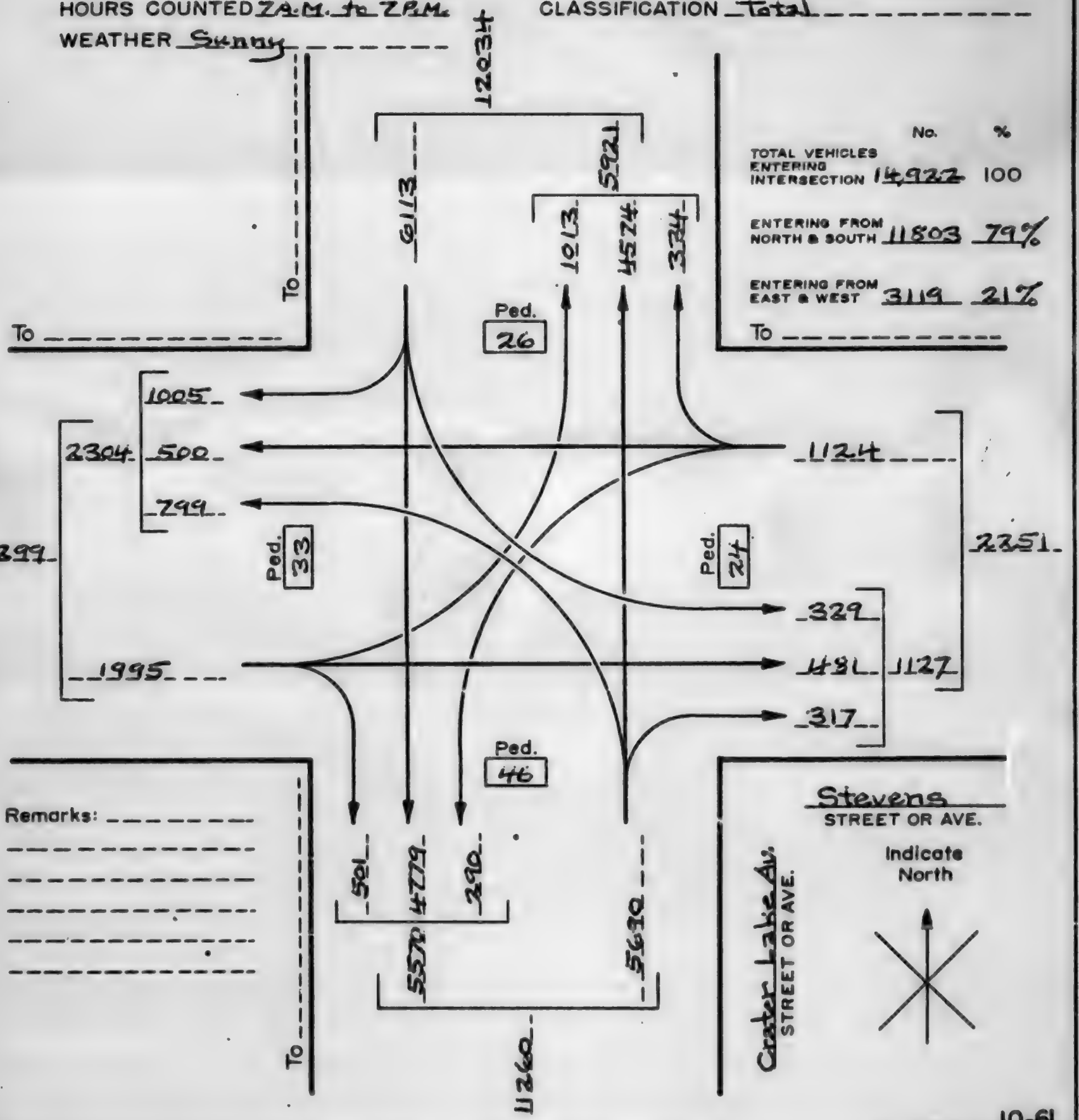
Remarks:

10-61

CITY OF MEDFORD
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE 9-13-73
DAY OF WEEK Thursday
ACTUAL COUNT (VEH.) 12 HRS.
HOURS COUNTED 7A.M. to 7P.M.
PEDESTRIAN COUNT 12 HRS.
HOURS COUNTED 7A.M. to 7P.M.
WEATHER Sunny

CITY OF Medford
INTERSECTION OF Stevens
AND Crater Lake Ave.
STATION NO.
CODE NO.
CLASSIFICATION Total



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	14,922	100
ENTERING FROM NORTH & SOUTH	11803	79%
ENTERING FROM EAST & WEST	3119	21%

10-61

Trucks & Buses — PEAK HOUR - VEHICULAR VOLUME — 12-59

LOCATION Stevens & Biddle — DATE 9-12-73 — BY Tom Keller, Barry Zander

Time Starts 7:00 A.M.	From South on Biddle St.			From North on Biddle St.			From West on St.			From East on Stevens St.			Quarter Hour Totals
	L	S	R	L	S	R	L	S	R	L	S	R	
7:00-8:00		0	0	3	2					1		1	
8:00-9:00		9	0	4	2					2		1	
9:00-10:00		6	0	4	6					5		2	
10:00-11:00		15	1	1	5					2		0	
11:00-12:00		7	0	3	3					1		2	
12:00-1:00		8	5	5	4					5		1	
1:00-2:00		6	2	4	11					0		6	
2:00-3:00		9	1	0	3					2		3	
3:00-4:00		17	0	1	11					3		5	
4:00-5:00		6	0	4	9					2		4	
5:00-6:00		4	0	0	1					0		0	
6:00-7:00		0	0	2	1					0		2	
4:45-5:00													
5:00-5:15													
5:15-5:30													
5:30-5:45													
5:45-6:00													
Total	0	87	9	31	58	0				23	0	27	

Trucks & Buses — PEAK HOUR - VEHICULAR VOLUME — 12-59

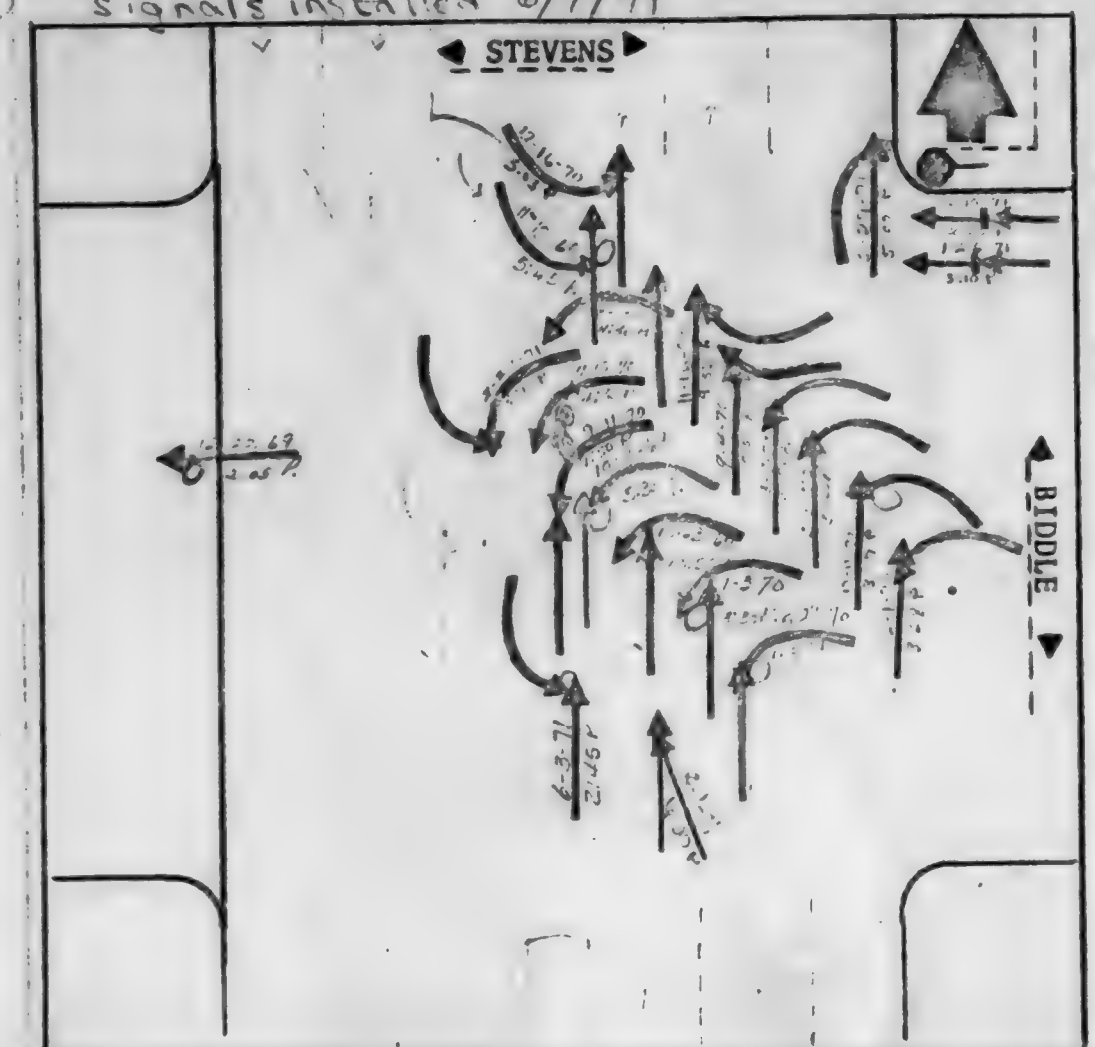
LOCATION Stevens & Crater Lake Av. — DATE 9-13-73 — BY Tom Keller, Barry Zander

Time Starts 7:00 A.M.	From South on Crater Lake Av. St.			From North on Crater Lake Av. St.			From West on Stevens St.			From East on Stevens St.			Quarter Hour Totals
	L	S	R	L	S	R	L	S	R	L	S	R	
7:00-8:00	0	14	0	1	11	0	0	0	0	0	0	0	
8:00-9:00	1	4	0	0	11	0	1	0	0		0	0	
9:00-10:00	2	7	0	0	1	1	0	0	2		0	0	
10:00-11:00	0	11	0	0	10	2	4	1	0		0	0	
11:00-12:00	1	3	3	0	2	3	3	0	2		0	0	
12:00-1:00	0	2	0	1	6	2	0	0	0		1	0	
1:00-2:00	0	4	0	0	8	1	1	0	0		0	0	
2:00-3:00	0	13	0	2	64	1	0	6	0		1	0	
3:00-4:00	1	59	0	3	10	0	1	1	0		1	1	
4:00-5:00	0	3	1	0	1	4	2	1	0		2	2	
5:00-6:00	2	1	1	0	3	0	1	0	0		2	0	
6:00-7:00	0	0	1	0	0	0	0	1	2	0	0	0	
4:45-5:00													
5:00-5:15													
5:15-5:30													
5:30-5:45													
5:45-6:00													
Total	7	121	6	7	127	14	13	10	6	0	7	3	

COLLISION DIAGRAM

Location BIDDLE AT STEVENS #2

signals installed 6/7/71

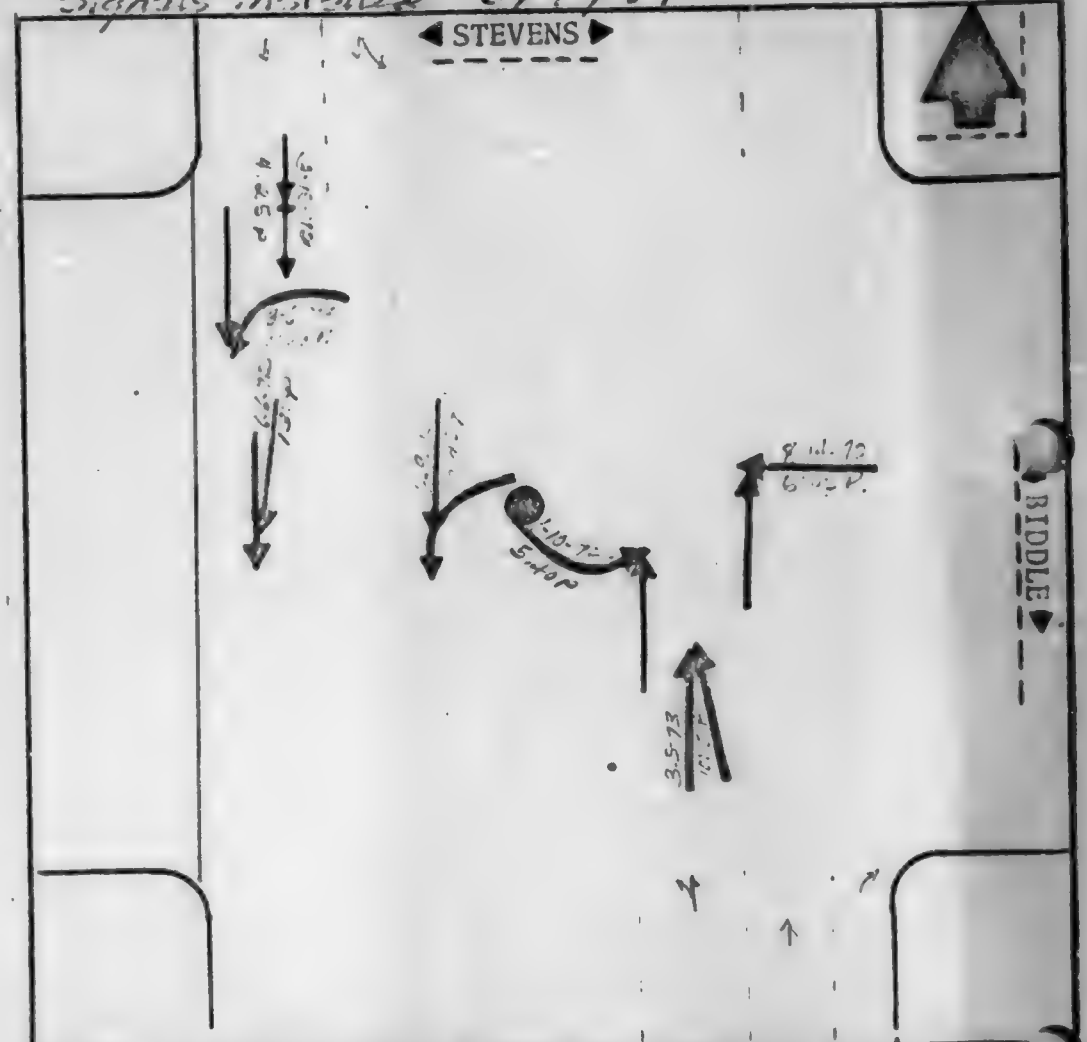


LEGEND	1969	1970	1971	1972	1973
Moving Motor Vehicle					
Pedestrian					
Parked Vehicle					
Fixed Object					
Fatal Accident					
Personal Injury					
Property Damage					

COLLISION DIAGRAM

Location BIDDLE AT STEVENS

Signals installed 6/7/71 #3

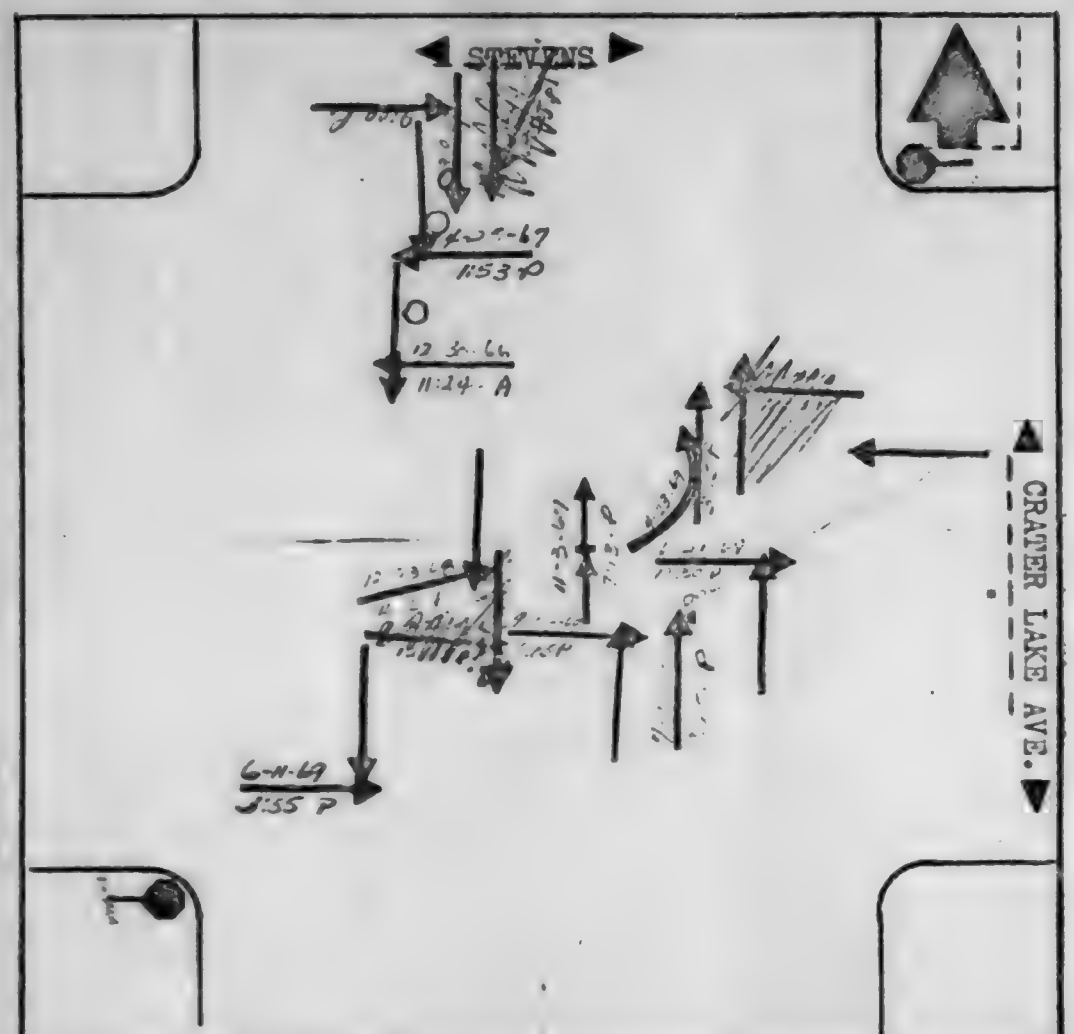


LEGEND	1972	1973	1974	1975	1976
Moving Motor Vehicle					
Pedestrian					
Parked Vehicle					
Fixed Object					
Fatal Accident					
Personal Injury					
Property Damage					

collision diagrams show 1973 accidents thru September only.

COLLISION DIAGRAM

Location CRATER LAKE AVE. AT STEVENS

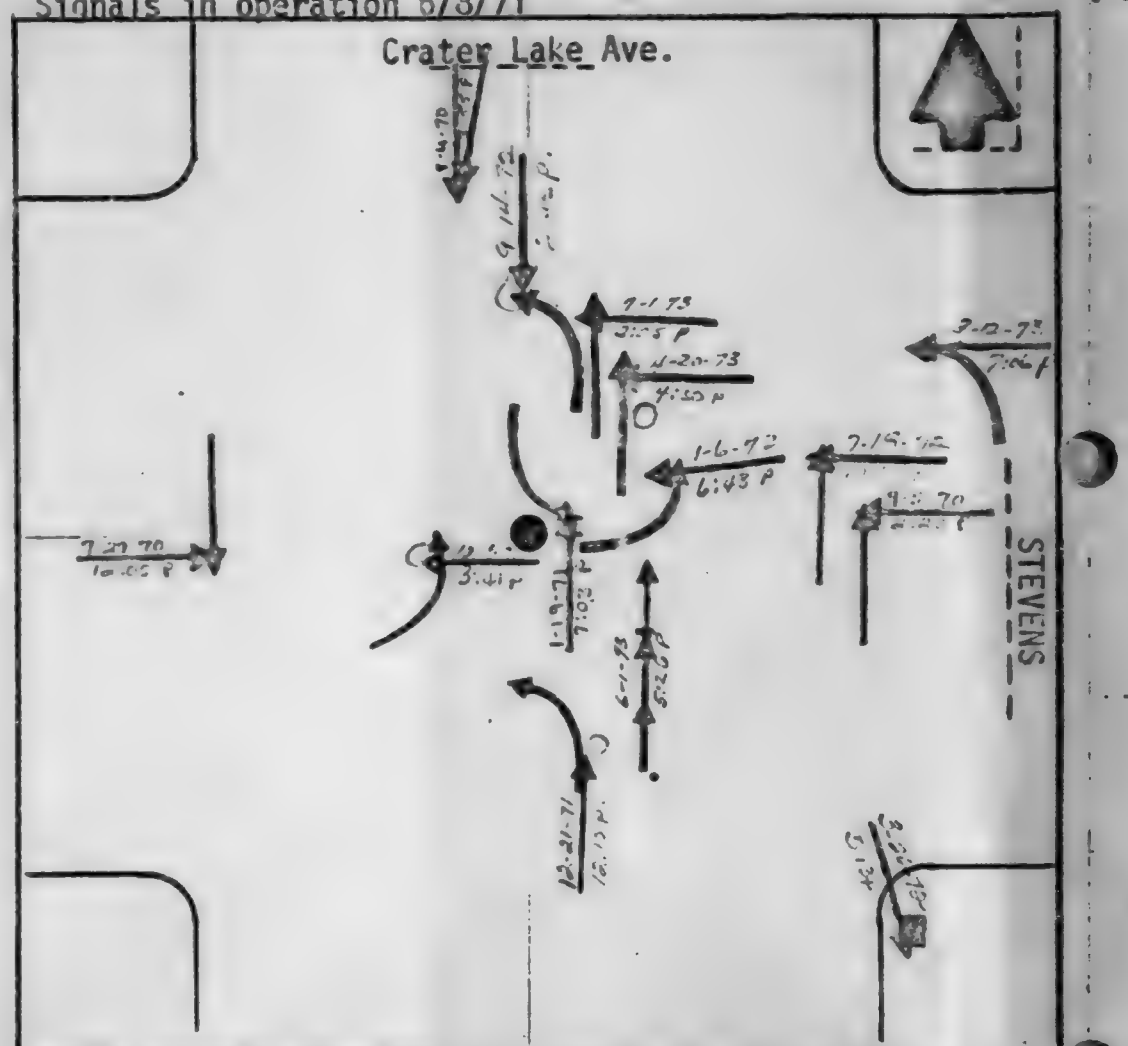


LEGEND	1966	1967	1968	1969	~~1970~~
Moving Motor Vehicle	//	//	//	///	///
Pedestrian					
Parked Vehicle					
Fixed Object					
Fatal Accident					
Personal Injury	/	/		/	/
Property Damage	/	/	//	//	///

COLLISION DIAGRAM

Location CRATER LAKE AVENUE AT STEVENS

Signals in operation 6/8/71



LEGEND	1970	1971	1972	1973	1974
Moving Motor Vehicle	///	///	///	////	
Pedestrian					
Parked Vehicle					
Fixed Object		/	/		
Fatal Accident					
Personal Injury		//	/	/	
Property Damage	///	///	///	///	

Collision diagram shows 1973 accidents thru September only.

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD

MEDFORD, OREGON 97501

Contract 7496
Completed 9-23-71

RECEIVED
COUNTY & CITY SECTION
MAY - 3 1973
☑ ENGR. ☑ COOR. ☐ LE ☐ AE ☑ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

May 2, 1973

Mr. H. S. Cox
City and County Engineer
Oregon State Highway Division
Salem, Oregon 97310

Dear Mr. Cox:

The following information is submitted regarding before and after traffic conditions since this project was completed in June 1971.

ACCIDENT ANALYSIS

Crater Lake Avenue and Stevens Street

Before Signals were installed (1-1-70 to 6-7-71)	After signals were installed (6-8-71 to 3-31-73)
4 accidents recorded	6 accidents recorded
3 - right angle	3 - left turn into opposing lane
1 - lane change	1 - rear end
	1 - ran off road
	1 - right angle

Biddle Road and Stevens Street

Before Signals were installed (1-1-70 to 6-6-71)	After Signals were installed (6-7-71 to 3-31-73)
17 accidents recorded	8 accidents recorded
13 - right angle	3 - rear end
2 - rear end	3 - lane change
1 - lane change	2 - side swipe
1 - wrong way	

TRAFFIC VOLUMES

	1970	1972
Crater Lake Avenue	8,800	11,200
Stevens Street	3,500	5,350
Biddle Road	8,500	10,700

If further information is required, please advise.

Very truly yours,

R. D. Kortt
City Traffic Engineer
RDK:pt

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 110882

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
2-13-73	ee 1950		15-0602-499

RECEIVED
COUNTY & CITY SECTION
FEB 14 1973
ENGR. GOOR. OE AE ME
WPE CE RE WPE

- City of Medford
- City Hall
- Medford, Oregon 97501
-

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Mr. Archie J. Twitchell, Manager			
Final Billing: TOPICS Project T-5019 (2)			
Stevens St. & Biddle Road & Crater Lake Ave.			
Contract # 7496			
Covered by agreement dated 7-22-70			
Advance Deposit			$ 1,000.00
Project Costs - City share		7,008.39	
Less Adv. Previously transferred		5,700.00	
			1,308.39
Balance due from city			$ 308.39

ACKNOWLEDGMENT OF BILLING REQUEST

By _____

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-68)
SP*52423-724

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
CITY OF MEDFORD
CITY HALL
MEDFORD, OREGON 97501
Attention of
Mr. Archie J. Twitchell, Manager

Request No. (assigned by staff engineer or head of division) cc 1350

Date February 8, 1973

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: TOPICS Project T-5019(2)
Stevens St. @ Biddle Road & Crater Lake Ave.
Contract #7496

Covered by agreement dated 7/22/70

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		SEE ATTACHED SHEET		

☑ ENGR. ☑ ASST. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☐ RPE ☐

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 6,700.00

Is this a partial or final request for billing? FINAL

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ 5,700.00

Give the number of the last previous request in connection with this same service. cc 1329

Credit distribution:
15-0602-299

Submitted by:
Richard Bladorn

Approved:
Division Engineer

Approved:
D. W. Hazell
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

PROJECT COST SUMMARY

TOPICS Project T-5019(2)
Stevens St. @ Biddle Road & Crater Lake Ave.
City of Medford
Contract #7496

Preliminary Engineering	$ 1,524.00
Payments to Contractor	27,495.76
State Force Orders 1 & 2	308.50
Construction Engineering	3,652.38
TOTAL PROJECT COST	32,980.64
Federal Funds Collected	20,185.66
	$12,794.98

Non-participating F.A. Items:

SFO #1 Programed Green Arrow Signal Head	$172.50	
SFO #2 Door with Police Panel Switches	136.00	
Construction Engineering in excess of 10%	913.70	
		1,222.20
Amount to be equally shared by City & State		$11,572.78

City share per agreement dated 7/22/70:

50% of $11,572.78	$5,786.39	
100% of Non-participating Items	1,222.20	
		7,008.59
City's Advance Deposit (11/9/70)		6,700.00
BALANCE DUE FROM CITY		$ 308.59

2/8/73

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.		QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	BIDDLE ROAD-CRATER LAKE AVE. (MEDFORD) SECTION					
	JACKSON COUNTY					
	Preliminary Engineering					
	Type Code P.E.					
	Preliminary Engineering	All	Required		$ 1,524.00	
	Total Preliminary Engineering Cost				$ 1,524.00	
	Construction					
	Type Code Y031					
	Traffic Signals (At Biddle Road) (At Crater Lake Ave.) (Contr. 7496)					
	Final Contract Payment Summary	Lump	Sum		$27,495.76	
	Total Construction Cost				$27,495.76	
	Construction Engineering					
	State	All	Required		$ 2,738.68	
	Total Participating Cost				$31,758.44	
	Nonparticipating Items					
SFO	1 Programmed Green Arrow Signal Head	1	Only		$ 172.50	
SFO	2 Door With Police Panel Switches	1	Only		136.00	
	Construction Engineering	All	Required		913.70	
	Total Nonparticipating Cost				$ 1,222.20	
	Total Cost				$32,980.64	

AMOUNT CARRIED FORWARD.....

GPO 914-021

F.A. No.	Cont.#	Prefix	Description	F.A. Funds	Dist. P.
F-121(4)	7631	4-1005	Fern Hill Section Section	116,978.75	1/24/7
S-RS-60(3)	7331	118-1017	Geary Ranch-Green Springs Interch. Sec.	1,288,936.22	
F-5-1(72)36	7415	65-1044	Rock Point-Seven Oaks Section	1,716,291.53	
I-80N-1(44)00	P.E.	626-1927	Union Ave - Sundial Section		
"	"	626-1941	" " " "		
"	"	626-1978	" " " "	150,316.60	
"	"	626-1998	" " " "		
T-5004(1)	"	1-0601	City of Baker (Urban Area) TOPICS Plan	1,943.93	
T-5006(2)	"	6-0601	Wasson St. & 10th & Market Ave. (Coos Bay)	2,506.56	
T-5011(1)	"	34-0601	Forest Grove Areawide TOPICS Plan	3,396.75	
T-5014(1)	"	34-0602	Hillsboro Areawide TOPICS Plan	5,661.14	
T-5017(2)	"	22-0603	Oak St. at 2nd & Park St's & Grant St. (Williams	1,225.08	
T-5018(1)	"	36-0601	2nd St. - 3rd St. (McMinnville)	881.92	
T-5019(2)	7496	15-0602	Biddle Rd. - Crater Lake Ave. (Medford)	20,185.66	
T-5027(1)	P.E.	5-0602	St. Helens Areawide TOPICS Plan	2,928.06	
T-5027(2)	P.E.	5-0601	Columbia Blvd. & 18th & St. Helens St.	1,514.31	

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 110090

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
10-25-72	ce 1329		15-0602-299

- City of Medford
- City Hall
- Medford, Oregon 97501
-

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Dunne L. Scroggins Public Works Dir.			
Advance Deposit			$ 6,700.00
Partial transfer of advance deposit for construction of the Stevens St. @ Riddle Road and Crater Lake Ave. TOPICS Project. Contract # 7496			
Covered by agreement dated 7-22-70			$ 5,700.00
to be retained			$ 1,000.00

RECEIVED
COUNTY & CITY SECTION
OCT 25 1972
ENGR. ☑ COOR. ☐ OE ☐ AE ☑ UE ☑
UPE ☐ CE ☐ RE ☐ RPE ☐

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received for Request: $_____

By _____

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-65)
SP*52422-794

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: CITY OF MEDFORD
CITY HALL
MEDFORD, OREGON 97501
Attention of Duane L. Scroggins
Public Works Director

Request No. (assigned by staff engineer or head of division) cc 1329

Date October 24, 1972

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

T-5019(2)

Itemized Statement: Advance Deposit $6,700

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for construction of the Stevens St. @ Biddle Road and Crater Lake Avenue TOPICS Project. Contract #7496.		
		Covered by agreement dated 7/22/70.		5,700
		TO BE RETAINED		$1,000

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $6,700

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 15-0602-299

Submitted by: RICHARD BLADORN
Richard Bladorn

Approved:
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

STATE COPY

RECEIVED
JAN 17 1972
OSHD
Region
Wash DC

FORFILING

FORM PR-35A (REV. 3-68)

FINAL ACCEPTANCE REPORT

(PPM 20-6.1)

1-7-72

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

REGION NO.	REPORT NO.	COUNTY	DIVISION
T-5019 10(2)	4	Jackson	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
1-5-71	P. V. Riedl, Area Engineer		T-5019(2)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACTING AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
7-23-71	8-25-71	98 %	200 Cal Days
APPROVED EXTENSIONS	**LOCATION**		
*See below	Intersections of Stevens St. with Biddle Road and Crater Lake Avenue in Medford, Oregon		

NOTED
A. E. JOHNSON

1496

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project was completed in reasonable close conformity with the approved plans and specifications, including authorized changes and extra work.*

1-13-72
REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

BIDDLE ROAD-CRATER LAKE AVENUE
MEDFORD SECTION
Stevens Street-Jackson County

NOTED
A. E. JOHNSON
CH 1-13-72

The work done under this contract consisted of the following work at the intersections of Stevens and Biddle Road and of Stevens Street and Crater Lake Avenue both in the City of Medford in Jackson County:

1. Installation of signals
2. Installation of intersection illumination
3. Perform such additional and incidental work as called for by the specifications and plans

The project was completed on July 23, 1971, using 195 calendar days of the 200 allowed. The work was shut down for a short period of time due to the painter's strike.

The final cost of the project was $27,495.76 just under the $27,800 contract amount. Information on the overruns and underruns are on file in the Division office.

NOTED
TOM EDWARDS

RECEIVED
JAN 11 1972
OFFICE OF
STATE HIGHWAY ENGINEER

* NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE: P. V. Riedl		SIGNATURE: R. E. Simpson	
TITLE: Area Engineer	DATE: 1-7-72	TITLE: Division Engineer	DATE:

REPLACES PR 33A(2) REV. 4-66 WHICH MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
SEP 3 - 1971
FOR FILING

I-5019(2)
7496

September 2, 1971

General Insurance Co. of America
Portland Service Office
1300 S. W. First
Portland, Oregon 97201

Gentlemen:

On August 26, 1971, we wrote to you concerning release of final payment on Contract No. 7496 awarded to Sime Electric of Medford, Inc., for a traffic signal installation on Biddle Road-Crater Lake Avenues in Medford on Stevens Street in Jackson County.

Final payment on this contract is $1,352.76 and the total contract amount is $27,493.76, including $33.76 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

hl

cc Sime Electric of Medford, Inc.
79 West Main Street
Medford, Oregon 97501

bc F. D. Morgan
I. D. Merchant
C. T. Keasey
V. E. Skoog
Attn: John Herr

RECEIVED
AUG 27 1971
FOR FILING

T-5019(2)
7496

August 26, 1971

General Insurance Co. of America
Portland Service Office
1500 S. W. 1st Avenue
Portland, Oregon 97201

Gentlemen:

Contract No. 7496 awarded to Sims Electric of Medford, Inc., for traffic signal installation on Biddle Road-Crater Lake Avenue in Medford on Stevens Street in Jackson County, was completed June 30, 1971, and accepted by the Highway Commission on August 25, 1971.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before August 31, 1971.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Sims Electric of Medford, Inc.
39 West Main Street
Medford, Oregon 97501

bc C. T. Keasey
Frank Horgan
Ivan Marchant
V. E. Shoeg
Attn: John Harr

TOPICS

OREGON STATE HIGHWAY DIVISION

RECEIVED
COUNTY & CITY SECTION
AUG 27 1971
ENGR. COOR. OE AE UE
UPE CE RE RPE

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

August 25, 1971

Routing

Morgan
Decker
Bond
Walker
Bachman
Johnsen

RECEIVED
AUG 26 1971
CONSTRUCTION DIVISION

Pease
Swen
Glenn
Litchfield
Gallagher
Stein

Oregon State Highway Commission

Gentlemen:

Work was completed June 30, 1971 on Contract No. 7496. The contract was with Sims Electric of Medford, Inc. and was for a traffic signal installation on the Biddle Road-Crater Lake Avenue Section in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 25, 1971 and that you concur in this procedure at the Commission meeting on September 7, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
C. T. Keasey
Cox

8-27-71
This will be the new letter (similar) for setting the stage for relinquishment - see attached letter 7-20-71
DMcB.

Form 6-123

Salem, Oregon
July 30, 1971

Relinquishment
Throughway and Abandonment Agreements

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Comes the matter of long-time understanding or misunderstanding regarding rights-of-way relinquishments which are included as a portion of the majority of highway relocation projects which are covered by agreements originated in the office of the County-City Section.

It has long been an important item that is being frequently overlooked until inquiries are made by various persons, either State or local, that pursuant to such agreements no action has been taken on these matters.

The personnel of this office have discussed the matter in depth and we request that some direction be given as to a proper procedure of initiating the relinquishment of the various sections on segments of highways, streets, or roads immediately upon completion of projects.

May we suggest that when Program and Planning Section distributes the contract completion letter, that copies be sent to Design (Right-of-Way Descriptions), Right-of-Way (Office Unit), Region (Engineer and Right-of-Way), and County-City Sections.

The foregoing will alert the Design Section to prepare the necessary descriptions and forward to Right-of-Way for processing and necessary filing with the local entity of government.

H. S. Cox
County and City Engineer

By D N Harwell

D. N. Harwell
Coordinating Engineer

DNH:lat

RECEIVED STATE COPY
AUG 24 71
FOR FILE

OREGON STATE HIGHWAY DIVISION

T-5019(2)
~~HIGHWAY BUILDING~~
7-196

SALEM, OREGON 97310

August 3, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Contract 7496
Prefix 15-0602
FAP T-5019(2)

Dear Sir:

All work under Contract No. 7496, Biddle Road-Crater Lake Avenue (Medford) Section in Jackson County, was completed on July 23, 1971.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

R. L. Porter
State Highway Engineer

By F. D. Morgan
F. D. Morgan
Construction Engineer

Cy to Construction 8-23-71

Federal Highway Administration
Oregon Division Office Endorsement Date August 12, 1971

Conditions noted on above date:

Project inspected and accepted as completed on July 23, 1971.

for G. K. Hoosner
R. E. Simpson
Division Engineer

RECEIVED
AUG 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

Form S-123

RECEIVED
APR 21 1971
FOR FILING

T-5019(2)
7496

April 20, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 500
Salem, Oregon 97308

Contract 7496
Prefix 15-0602
FAP T-5019(2)

Dear Sir:

The work under Contract No. 7496, Biddle Road-Crater Lake Avenue (Medford) Section in Jackson County, was started on April 14, 1971.

Very truly yours,

R. L. Porter
State Highway Engineer

By
for F. D. Morgan
Construction Engineer

VG:fw

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	STATE Oregon
12-17		COUNTY Jackson
PROJECT REPORT NO. 5	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 11-25-70	PROJECT NO. I-5019(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Biddle Road-Crater Lake Ave. (Medford) Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	6-19-70	0.00
RIGHTS-OF-WAY		
CONSTRUCTION	10-7-70	0.00
OTHER (Specify)		

FUNDS 63.543

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 32,800.00	$ 20,840.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By M K Klaboe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By L H Green
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer NOV 25 1970

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds.

(b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, up-

Oregon State Highway Division

Federal-Aid
Project No. T-5019(2)

BIDDLE ROAD-CRATER LAKE AVE. (MEDFORD) SECTION

STEVENS STREET-JACKSON COUNTY

Salem, Oregon, November 23, 1970

Project Agreement Estimate.

Type Code P.E.		
Preliminary Engineering	All Required	$ 2,000.00
Type Code Y031		
Traffic Signals (At Biddle Road)(At Crater Lake Ave.)		
Temporary Protection and Direction of Traffic	All Required	$ 400.00
Traffic Signal Installation, Complete	All Required	27,400.00
		$27,800.00
Flagging (60% of Contractor's Cost)	All Required	200.00
	Subtotal	$28,000.00
	10% Engr. & Cont.	2,800.00
	Total	$30,800.00

Length of Project - - - 0.00 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
Preliminary Engineering	$ 2,000.00	$ 1,270.00	$ 365.00	$ 365.00
Traffic Signal	30,800.00	19,570.00	5,615.00	5,615.00
	$32,800.00	$20,840.00	$5,980.00	$5,980.00

State Funds for Const.: Chap. 175, Laws 1920; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7496

Prefix: 15-0602

RECEIVED
NOV 10 1970
FOR FILING

I-5G19(2)
7496

November 9, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of November 2, 1970, is requested in the award of contract for the Biddle Road-Crater Lake Ave. (Medford) Section, Project No. I-5019(2).

The contractor receiving the award is Sims Electric in the amount of $27,800.00, with Contract No. 7496 assigned. This bid was received on October 29, 1970, and awarded on November 9, 1970.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Federal Highway Administration Endorsement

Date_____

I concur in the award.

R. E. Simpson
Division Engineer

DAR:ia

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 November 9, 1970

Mr. Vernon Thorpe
Public Works Director
City Hall
Medford, Oregon 97501

Dear Mr. Thorpe:

This will acknowledge receipt of the City of Medford's check (No. 076432) in the amount of $6,700, which is the required amount for advance deposit on the Stevens Street at Biddle Road and Crater Lake Avenue TOPICS project. The contract for this project is now clear for award.

Very truly yours,

H. S. Cox
County and City Engineer

By Richard H Bladorn
Richard Bladorn
Urban Program Engineer

RB:ljt

bc: F. B. Klaboe

RECEIVED
NOV 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 5 - 1970

T-5019(2)
7496

November 4, 1970

Sims Electric of Medford, Inc.
P. O. Box 1430
Medford, Oregon 97501

Gentlemen:

The State Highway Commission November 2, 1970, accepted your bid in the amount of $27,800 on the Biddle Road-Crater Lake Avenue (Medford) Section in Jackson County, which was the low bid received for that job on October 29, 1970.

The Commission referred the bid to the Engineer with authority to award the contract to you as soon as approval of the City of Medford is received and the sum of $6,700 is deposited by the City. When these conditions have been fulfilled, we will let you know.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

bc F. D. Morgan
I. D. Merchant
Bill Brown
C. T. Looney
William Geibel (SAIF)

TOPS

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD
MEDFORD, OREGON

October 19, 1970

Mr. Richard Unrein
Urban Engineer
County and City Department
405 State Highway Building
Salem, Oregon 97310

Dear Dick:

The items referred to in your letter of October 15 we understood would be included in the item "Additional Anticipated Items" "Signing and Striping" $600.00 as shown on Page 2 of the estimate. If this is not true, please delete the items we requested, and we will include these under some other arrangement. The project is needed so badly that we do not feel that it should be delayed any longer because of these items if they prove to be a technicality.

Very truly yours,

Vernon Thorpe
Public Works Director

VT:pt

Copies to: F.B. Crandall
C.T. Keasey
C.G. Swenson
R.N. Chase

RECEIVED
COUNTY & CITY SECTION
OCT 20 1970
ENGR. COOR. OE AE UE
UPE CE RE RPE

10-20-70

Called Vern Thorpe and explained that the $600 Anticipated Item in Project Estimate did not particularly infer that this would be an item in which the federal government would participate, but was a cost of completing the project. Vern said to delete item from project authorization, as City would do this work at its sole cost prior to final project acceptance. Richard Unrein

RECEIVED
OCT 14 1970
COUNTY & CITY SECTION

October 15, 1970

Mr. Vernon Thorpe
Public Works Director
City Hall
Medford, Oregon 97501

Dear Vern,

Your letter of October 5 addressed to Mr. C. T. Keasey has been forwarded through our Traffic Section to this office for reply. You have listed five items that you wish to be included in the Stevens Street TOPICS project, assumedly by City forces.

As you are aware, the plans for the project have been approved by the City and the project was advertised for bids on October 8, 1970. The construction of the project has been programmed with the Federal Highway Administration and authorizations to proceed have been granted.

The five listed items do not amount to a very large monetary amount and in light of progression of the project, we believe that in this instance, the City of Medford should undertake the proposed work with City forces at its sole cost. To receive Federal Aid participation for these items would require justification that it would be in the public interest to do the work by Force Account rather than by competitive bidding. This would require a formal submittal outlining the extent of the anticipated work, a breakdown of the costs involved, availability and experience of City forces, and your reasons why it would be in the public interest. The Federal Highway Administration would have to approve of these costs and procedures.

We will proceed on the basis that City will perform these five items without Federal Aid participation, unless you advise us to the contrary.

Very truly yours,

H. S. Cox
County and City Engineer

By: RU
Richard Unrein
Urban Engineer

RU:ljt
bc: F. B. Crandall
L. H. Young
C. T. Keasey

ENGR. COOR. DE AE UE
DPE CE RE RPE

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD

MEDFORD, OREGON 97501

October 5, 1970

RECEIVED
COUNTY & CITY SECTION
OCT 14 1970
ENGR. CONST. OE
MPE CE ME RPE

Mr. C.T. Keasy
Regional Engineer
Oregon State Highway Department
P. O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Keasy:

Mr. Richard Unrein, City County ~~Relations~~ Urban Engineer called Friday, regarding the Stevens Street traffic signal installation to be constructed as a part of the Topics Program. We are hereby requesting the following work to be included in this project but not to be a part of the contract. - City #

1. All necessary striping.

2. Oversize street name signs to be mounted on traffic signal poles.

3. Some provision for interior illuminated sign for south-bound Crater Lake Avenue traffic turning left to Stevens Street - Yielding to on coming traffic.

4. Traffic Signal Ahead signs at both intersections.

5. Consider sign for south-bound thru traffic on Biddle Road to get into right lane.

Very truly yours,

Vernon Thorpe
Public Works Director

VT:lw

NOTED
TRAFFIC CONTROL
ENGINEER

FORM FHWA-1340 (REV. 3-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

OCT 19 1970

FOR FILE

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
T-5019(2)

STATE PROJECT NO.
BIDDLE ROAD AND CRATER LAKE AVE. (MEDFORD) SECT.

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, ~~OREGON~~

PROGRAM NO.

ITEM NO.
T-17

COUNTY NAME
JACKSON

PROGRAM STAGE (Check)
[ ] 1 [X] 2

TO:
T-5019(2)
7496

10-13-70

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

Young Glenn.
10-14-70

NOTED
F. B. KLABOE

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
OCTOBER 7, 1970	OCTOBER 7, 1970	MEDFORD PRIMARY TYPE II SYSTEM / CITY STREET

LIMITS OF AUTHORITY

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $200.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) CONTRACTOR'S FLAGGING $200.00
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [X] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S OCTOBER 7, 1970 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

THE STANDARD SPECIFICATIONS FOR WELDED HIGHWAY BRIDGES AND INCIDENTAL STRUCTURES JULY 1970 ISSUE, ARE APPROVED FOR USE ON THIS PROJECT.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

RECEIVED
OCT 14 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-13-70	[signature]	For DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

7496

9-29-70

Copies To: John Oakes
C.G. Swenson
R.N. Chase
C.T. Keasey.

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Section

RECEIVED
COUNTY & CITY SECTION
OCT 8 - 1970
☐ ENGR. ☑ ☐ ☐ ☐ ☑
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

SUBJECT: Federal Aid Project No. T-5019(2)

Highway No. Stevens Street (FAP Type II)

Project Name
Biddle Road & Crater Lake Avenue

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that:

☒ There has been no displacement of persons from residences, farms, or businesses; or

☒ That all incidental charges related to the transfer of property have been paid by City pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

None In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Medford, Oregon,

this 29th day of September, 1970.

City of Medford

William L. Bagley
Mayor

D F Musick
Recorder

(5/12/70)

TOPICS

RECEIVED
CITY OF MEDFORD
SEP 15 1970
AM 7|8|9|10|11|12|1|2|3|4|5|6 PM

September 14, 1970
(date)

RECEIVED
COUNTY & CITY SECTION
SEP 16 1970
ENGR. COOR. SE AE UE
UPE CE RE RPE

Mr. Archie J. Twitchell
City Manager
City Hall
Medford, Oregon 97501

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

Highway Stevens Street

Section Biddle Rd. and Crater Lake Avenue Section: Traffic Signals (TOPICS)

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☑

If answer is yes, please list organizations:

_____

_____

_____

_____

_____
(date)

By A. J. Twitchell

By _____
Commissioner

By _____
Commissioner

cc: L. H. Young
Attn: Duane Ridings

DEPOSITED
AUG 27 1970
FOR FILING
I-5019(2)
7496

July 23, 1970

City of Medford
City Hall
Medford, Oregon 97501

MISC. CONTRACTS and
AGREEMENTS No. 3998

Attention: D. F. Mason
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering Stevens Street at Biddle Road and Crater Lake Avenue in connection with the Areawide TOPICS plan.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Omery, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
Att.

cc H. S. Cox
(agreement attached)

JUL 21 1970

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: July 16, 1970

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project T-5019(2)
Biddle Rd. & Crater Lake Ave. at Stevens St. (Medford)
Location/Design Approval

Location/design approval in accordance with the requirements of Paragraph 10 of PPM 20-8 is granted for the construction of the subject TOPICS project. This approval is based on the data furnished with Mr. Young's July 3 letter and preceeding programing information.

Authorization is granted to proceed with that preliminary engineering necessary to advance the subject project through the PS&E preparation phase.

7-21-70

REFERRED TO
Young
By Asst. State Hwy. Engr.

NOTED
F. B. KLABOE

RECEIVED
JUL 17 '70
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 6 - 1970
FOR FILING

July 3, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Location/Design Approval
Riddle Rd. & Crater Lake Ave.
at Stevens Street (Medford)
Project F-5019(2)
Jackson County

Dear Sir:

We hereby request your approval of the location/design as described hereinafter for the proposed traffic signal installation project at intersections of Stevens Street-Riddle Road and Stevens Street-Crater Lake Avenue in Medford, Oregon.

Location: The locations are the intersection of Riddle Road (Type II Primary) and Stevens Street and of Crater Lake Avenue (Type II Primary) and Stevens Street.

Design: The design at Crater Lake Avenue consists of pre-timed traffic signal installation with traffic signs and intersection illumination.

The design at Riddle Road consists of a fully-actuated traffic signal installation with traffic signs, minor channelization and intersection illumination.

The State Highway Division has considered the social, economic and environmental effects of the proposed project and agrees with the City of Medford that said location/design is suitable for the project.

Additional documentation to support the proposed location/design was submitted with the PR-1 program data for Item 13, Project No. F-5019(2) as well as clearinghouse approval and compliance with PPM 20-8.

We further request your authorization, concurrent with location/design approval, to proceed with the P.S. & E. preparation phase of preliminary engineering for the subject Project F-5019(3).

We trust the above information with that submitted with the program data is sufficient to allow your approval and authorization of location/design and P.S. & E. preparation.

The description of location/design for which your approval is requested is being published in appropriate news media. A copy of the request to the news media is enclosed.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Enclosures

RHC:dg
cc: R. L. Porter
Tom Edwards
F. B. Kinlaw
D. J. Mathes
K. S. Cox
R. H. Chase
R. L. Gifford

NOTED
H. S. COX

Salem, Oregon
June 24, 1970

TOPICS Design Approval
Medford

Mr. L. H. Young
Program and Planning Engineer

B U I L D I N G

Attention: Mr. R. H. Chase

It is requested that design approval for the following TOPICS project be sought from the BPR.

City	Project No.	Section
Medford	T-5019(2)	Biddle Road and Crater Lake Avenue on Stevens Street

A public hearing is not required for this project as it does not require additional right-of-way nor would it cause an adverse effect upon abutting real property.

Project data for this project was previously furnished to your office along with our request for programing of preliminary engineering.

NOTED
RICHARD BLADORN
Richard Bladorn
Urban Program Engineer
County and City Department

NOTED
HAROLD
ROLDSO

RB:lat

cc D. E. Keyes

NOTED
MAINOR C. HOLMES

NOTED
P. B. Arenscheier

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

Klabon

TRANSACTION NUMBER 6-44 AND 6-45

FORM PR-48 (REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 6-19-70

BY (Signature): MR. YOUNG'S JUNE 10, 1970 LETTER

TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1* ITEM NOS. ____ THRU ____ ITEM NO.	PROJECT NOS.	STAGE 2 ITEM NOS. 13 THRU 14 LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
13	T-5019(2)	0.0	40,000	25,410	BIDDLE ROAD & CRATER LAKE AVENUE ON STEVENS ST. (MEDFORD)	PRELIMINARY ENGINEERING, TRAFFIC SIGNALS, SIGNS AND ILLUMINATION
14	T-5010(3)	1.14	152,350	96,700	MOHAWK ROAD TO "I" ST. ON MOHAWK BLVD. (SPRINGFIELD)	PRELIMINARY ENGINEERING, GRADE, DRAIN, HIGH TYPE PAVEMENT, TRAFFIC SIGNALS

6-19-70

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED ON BOTH ITEMS WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO REQUEST LOCATION/DESIGN APPROVAL.

RECEIVED JUN 22 1970 FOR FILING

T-5019(2) T-5010(3)

Yours 6-22-70

RECOMMENDED DATE	SIGNATURE AND TITLE	DATE	APPROVED SIGNATURE AND TITLE
		6-19-70	R. E. SIMPSON, DIVISION ENGINEER

* Any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation of the Federal Government to provide Federal funds for the undertaking.

GPO 927-934

Rogue Valley Council of Governments

MAILING ADDRESS:
C/O JACKSON COUNTY
PLANNING COMMISSION
COURTHOUSE,
MEDFORD, OREGON 97501

June 11, 1970

RECEIVED
JUN 12 1970
ENGINEER
COUNTY & CITY DIVISION

L. H. Young
Program and Planning Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Young:

This letter is in reference to your notice of intent to apply for federal assistance for the installation of traffic control signals, signing, and incidental work at the intersection of Stevens--Biddle Road and Stevens-Crater Lake Avenue.

As required by the Bureau of the Budget Circular A-95, your application was reviewed on May 25, 1970 by the Rogue Valley Council of Governments. The council unanimously felt that this program is governmentally significant and is in conformance with areawide plans to upgrade highway safety standards in the Rogue Valley. Accordingly, the program as outlined on your notice of intent dated April 23, 1970 was given council endorsement.

NOTED
HAROLD REYNOLDSON

Sincerely,

Gary A. Scott

Gary A. Scott
Executive Director

NOTED
MAINOR C. HOLMES

NOTED
H. S. COX
GAS:ss

NOTED
R. W. ELLISON

RECEIVED
JUN 12 1970
PROGRAM & PLANNING
DIVISION

NOTED
P. D. Armstrong

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

MONTHLY TRANSACTION NO. 6-44

DATE SUBMITTED TO W.O. JUN 19 1970

FORM PR-1 (REV. 4-61)

6/10/70

FEDERAL-AID P

(PPM

CARD 2	REPORT NUMBER (19)(20) 1	PROJECT LOCATION (45 typewriter spaces) 21 Biddle Rd. and Crater Lake Ave. (Medford) City St. 65	ADT	PRESENT 8,235 9,078	FUTURE 14,800 16,300 (66)	YEA 9 (70)(71)			
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 25 P.E., Traffic Signals and Illumination 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) B-3	(73)	PL. AUT (74)
CARD 4	CLASS OF FEDERAL FUNDS TOPICS						COUNTY NAME		
	NAME OF URBAN AREA 17-31 Medford						ROUTE NO. T	FEDERAL-A	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT C TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(1415)	(16)	41	42	43 46	53		(54) (58)	(59) (65)	(67)
5	10			1	PE	3	Biddle Road and Crater Lake Ave. at Stevens Street in Medford	0.0	2,000	1,270
5					ROW					
5	30			3	CONST (CODE) Y002 Y030 Y031	3		0.0	38,000	24,140
							PROJECT TOTALS	0.0	40,000	25,410

CARD 1 | CODE 1 | PREPARED BY

1 | 14 | PROGRAM APPROVAL DATES

JUN 19 1970
B.P.R. OREGON DIVISION

RECEIVED
JUN 22 1970
ENGINEER
COUNTY & CITY DIVISION

(16) (23)(24)

Additional Data: See Item 2, Project T-5

Preliminary Engineering: (Field Work
(P.S. & E. Prep

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

edford)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
65		8,235 9,078	14,800 16,300 (66) (70)	90 (71) (72)	08	Oregon	35 (2) (3)	077 (4) (9)	13 (14) (18)

(38)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 28	NUMBER 7	SEQ. NO. 13	T. Projects Only POST MI. (24) (26)	DESIG. 27
				B-3		T-	5019(2)			

	COUNTY NAME	CODE (114) (116)	PROGRAM STAGE
	Jackson	029	

	ROUTE NO.	FEDERAL-AID	STATE (32)	U.S. (36) (37) (41)	1 OR
	T		City Sts.		X

	MILES (54) (56)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
ter ns A)	0.0	2,000	1,270	365	365 (City)	P.E. all phases, installation of traffic signals, traffic signs and illumination.
	0.0	38,000	24,140	6,930	6,930 (City)	ROW-60' normal; Access Control-none; Parking Restrictions-none.
CT S	0.0	40,000	25,410	7,295	7,295 (City)	

(116) (23) (24) (33) REMARKS

Additional Data: See Item 2, Project T-5019(1).

Preliminary Engineering: (Field Work $1,600
(P.S. & E. Preparation 350
$1,950

VED
370
ER
IVISION

USCOMM DUSCOMM-DC 48905-P61

BIDDLE ROAD AND CRATER LAKE AVE. (MEDFORD) AT STEVENS ST.
PROJECT T-5019(2)

Existing Facilities:

Crater Lake Ave. (Type II Primary) is a curb section with 4-12' lanes and a 12' left-turn lane north of Stevens St. and 4-11' lanes with 2' median south of Stevens St.

Biddle Road (Type II Primary) at Stevens St. consists of an 88-foot section with 14 to 24' median with 38-foot travel way northbound and 36 to 26' travel way southbound.

Project Data:

The proposed project consists of preliminary engineering all phases, installation of pre-timed traffic signal, traffic signing and illumination at Crater Lake Ave.; installation of fully actuated traffic signal, traffic signing, minor channelization and illumination at Biddle Road.

Public hearing not required under the provisions of Paragraph 6c of PPM 20-8 as the project is within the existing R/W.

Relocation assistance payments - None involved.

State Clearinghouse approval - May 21, 1970.

District Clearinghouse - "Notice of Intent" sent to Rogue Valley Council of Governments (District #8) April 23, 1970 and said notice has lain before said Clearinghouse for more than 30 days without action; therefore, it is assumed there will be no adverse review or objections.

The State does not, at this time, have the legal authority to control the use by utilities of the right of way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

TOPICS

EXECUTIVE DEPARTMENT

TOM McCALL
GOVERNOR

EDWARD G. WESTERDAHL, II
Director

5 CAPITOL • • • • • • • • SALEM, OREGON 97310

May 21, 1970

NOTED
H. S. COX

RECEIVED
MAY 28 1970
ENGINEER
COUNTY & CITY DIVISION

Mr. Forrest Cooper
State Highway Engineer
Department of Transportation
State Highway Building
Salem, Oregon 97310

STEVENS STREET AT BIDDLE ROAD AND CRATER LAKE AVENUE
(MEDFORD)
CITY OF ROSEBURG URBAN AREA
MOHAWK ROAD - "I" STREET SECTION OF MOHAWK ROAD
(SPRINGFIELD)

Your Notices of Intent have been referred to the appropriate state agencies for review. All have expressed approval of the proposals. Comments described them as consistent with local planning and in the interest of improved traffic flow.

We are pleased to add our approval.

Edward G. Westerdahl, II

NOTED
F. B. KLABOE

NOTED
R. W. ELLISON

5-27-70

REFERRED TO NOTED
MAINOR C. HOLMES

By Asst. Sta...

RECEIVED
MAY 25 1970
OFFICE OF
...E HIGHWAY ENGINEER

RECEIVED
... 7 '70
PROGRAM & PLANNING
DIVISION

Ellison
cc's

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

7496

NOTICE OF INTENT - STATE AGENCIES

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Project: STEVENS STREET AT BIDDLE ROAD AND CRATER LAKE AVENUE (MEDFORD)

April 23, 1970

FROM: Applicant Agency State Highway Division — Address: Salem

Contact Person L. H. Young — Phone: 2761

1. Project requires Emergency Board approval of agency federal fund limitation: Yes ..... No X (if "yes", please also submit the information called for on page 3, Notice of Intent)

---

2. **Project Location**

Administrative District 8 City Medford

County Jackson Special District(s) (if applicable) .....

Other affected jurisdictions/agencies .....

3. **Federal Program**

Common Program Name Federal Aid TOPICS

Authorizing Legislation Title 23, USC Highways, Section 135
Public Law No. and Title

Fed. Admin. Dept. Department of Transportation — Original Application X

Agency Bureau of Public Roads — Renewal Application .....

---

4. **Estimated Project Cost**

Federal Share $ 24,000
Loan ..... Grant X

Local Applicant Share (Medford) $ 8,000
(if any)

State Agency Share $ 8,000

Other (Specify) $ -

Total $ 40,000

Source of State Agency Share

General Fund $ -

Other Funds (specify) $ -

Indirect Cost Reimbursement

No X Yes ..... $ ..... (Approx)

Will Federal share change: No X

Yes, from .....% to .....%

When .....

5. **Period Covered by Projects**

Beginning date Preliminary engineering to start immediately
(Original date, if project covers more than one year)

Length of time (weeks, months, or years) indeterminate

Approximate ending date indeterminate

Will renewal be requested? Yes ..... No X

6. **Estimated Application Filing Date** September 1, 1970

7. **Project Description** - Including statements of relationship to and effects on the objectives outlined in *Goals for a Livable Oregon.* (Use additional sheets as necessary)

FAP, Type II Route

Project to consist of preliminary engineering, traffic control signals, signing, and incidental work to increase capacity and safety at the existing facility.

This project is to install a fully-actuated traffic control signal and provide minor channelization of the intersection of Stevens Street and Biddle Road, install a pre-timed traffic control signal at the intersection of Stevens Street and Crater Lake Avenue, install traffic control signing, and provide for intersection illumination.

The objectives of this project are to meet the goals for a liveable Oregon by minimizing traffic crashes, injuries, loss of life, and property damage due to motor vehicle transportation.

See attached map for geographic location.

RECEIVED
APR 15 1970
FOR FILING

I-5019(2)
7496

April 15, 1970

Oregon State Highway Commission

Gentlemen:

There will be before you at the April 21 Commission meeting requests from the cities of Medford, Roseburg, and Springfield for Federal Aid TOPICS projects.

The City of Medford is requesting the installation of two traffic-control signals on Stevens Street at Biddle Road and Crater Lake Avenue. The TOPICS funds for this project are estimated at $40,000, of which $8,000 will be the cost to the State.

The City of Roseburg is requesting that the State develop an Area-wide TOPICS Plan for the Roseburg urban area which will determine TOPICS projects and their priorities. This study is estimated to cost approximately $4,000, of which $800 is the estimated State share.

The City of Springfield is requesting a signalization and widening project along an 0.8-mile long corridor on Mohawk Boulevard in the north area of the city. Five multiphase traffic-control signals would be installed along this corridor that would be integrated into a computerized system. A portion of Mohawk Boulevard between 16th Street and "I" Street would be widened to provide for more adequate lane widths. This project will require approximately $150,000 in TOPICS funds that will include an estimated $30,000 in State funds.

These projects have been investigated and are eligible for funding under the Federal Aid TOPICS program. I recommend your approval and request authority for the Secretary to sign project agreements for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
V. B. Klaboe
Tom Edwards
Victor D. Wolfe
L. H. Young
V. E. Skoog
F. B. Crandall
H. S. Cox
C. T. Keasey

RU:mmmr

RECEIVED
JUN 11 1970
FOR FILING

J-5019(2)
7496

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 13, 1970

SUBJECT: Proposed TOPICS Projects

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

Attached are twelve copies of tabulations describing proposed TOPICS projects in Medford, Roseburg, and Springfield.

Medford is requesting approval of a project on Stevens Street which requires the installation of a fully-actuated traffic-control signal at Biddle Road and the installation of a pre-timed traffic-control signal at Crater Lake Avenue. Total cost of this project is estimated at $40,000 of which approximately $8,000 would be the cost to the State: $1,200 of the total cost is for preliminary engineering.

The City of Roseburg is requesting that state forces develop an Areawide TOPICS Plan for the Roseburg urban area. This is similar to the Ontario, Medford, and Pendleton plans and is estimated to cost $4,000 of which approximately $800 will be the cost to the State. The City has signed a letter-form agreement for this study and we have their advance deposit of $800.

The City of Springfield is requesting a signalization and widening project along an 0.8 mile long corridor on Mohawk Boulevard in the north area of the city. The City has stated that Lane County proposes to relocate the present intersection of "Q" Street and Mohawk Boulevard, which is adjacent to our westbound on-ramp of the Eugene-Springfield Highway, to a location directly opposite Mohawk Road. The proposed project would consist of installing multi-phase traffic-control signals that are integrated into a computerized system at this new "Q" Street intersection and at four other intersections (our east and westbound exit ramps, "M" Street, and Centennial Boulevard). The portion of Mohawk Boulevard between 16th Street and "I" Street would be widened by removing four feet off each side of the median island. The signalization portion of the project is estimated to cost $122,000. The City had also requested that traffic signals be installed at Centennial Boulevard and Market Street and at 18th Street and Mohawk Boulevard, but the available TOPICS funds (1970 and 1971) preclude these installations and it is doubtful that the intersections would meet the required warrants. The widening work is estimated at $24,500 and preliminary engineering for the entire project is estimated at $3,500. This results in a total project cost of $150,000; of this amount $30,000 will be the cost to the State.

GP 52475-734

These projects have been reviewed with the BPR and are eligible for the use of TOPICS funds. The total TOPICS funds required is estimated at $194,000; of this amount $38,800 will be the State's share. This will bring the total projects approved by the Commission to $704,200 which represents about 25% of the available 1970 TOPICS funds.

If satisfactory, these projects should be presented to the Highway Commission for approval at the April 21 meeting. A draft of a suggested letter to the Commission is attached.

Richard Unrein
Urban Aid Engineer
County and City Department

RU:mm

Att: Tab. 70-c

RECEIVED
APR 14 1970
OFFICE OF
STATE HIGHWAY ENGINEER

SUMMARY, TOPICS FUNDS
Fiscal Year 1970 Projects

CITY	SECTION	PROGRAMMED AMOUNT	STATE COST
MEDFORD	Stevens Street at Biddle Road and Crater Lake Avenue Signals	$ 40,000	$ 8,000
ROSEBURG	Roseburg Urban Area Areawide TOPICS Plan	4,000	800
SPRINGFIELD	Mohawk Road-"I" Street Mohawk Blvd. Signals and widening	150,000	30,000
	TOTAL NEW PROJECTS	$194,000	$38,800

SUMMARY BY FISCAL YEAR	1970	TOTAL
Allocated Funds	$2,743,000	$2,743,000
Approved Projects (corrected to date)	510,200	510,200
Unprogrammed Balance	$2,232,800	$2,232,800
Projects Proposed 4/21/70	194,000	194,000
Unprogrammed Balance	$2,038,800	$2,038,800

Copy for minutes

70-c
4/10/70

CITY OF MEDFORD
PROPOSED TOPICS PROJECT (1970 Funds)

Stevens Street at Biddle Road (FAP, Type II) and Crater Lake Avenue (FAP, Type II). Traffic control signals, $40,000.

Install fully-actuated traffic control signal and provide minor channelization at the intersection of Stevens Street and Biddle Road.

Install pre-timed traffic control signal at the intersection of Stevens Street and Crater Lake Avenue.

Install traffic control signing and provide for intersection illumination.

RECEIVED
APR 8 - 1970
FOR FILING

F-5112(2)
7496

Salem, Oregon
April 7, 1970

Mr. H. S. Cox
County-City Engineer
B U I L D I N G

TOPICS Project
Stevens Street at Biddle Road and Crater Lake Avenue
City of Medford

Attention: Richard Unrein

As requested, we have prepared cost estimates for the installation of traffic signals at the intersections of Stevens Street with Biddle Road and Crater Lake Avenue in Medford. The estimated costs are as follows:

Intersection	Signal Type	Estimated Cost
Stevens Street & Biddle Road	3-phase full	$24,000
Stevens Street & Crater Lake Avenue	Pre-timed	14,000
Preliminary Engineering		1,200
Total Estimated Cost		$29,200

Tom Edwards
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. B. Crandall

VPJ:ji ja

NOTED
H. S. COX

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD
MEDFORD, OREGON

March 25, 1970

Mr. H. S. Cox
County-City Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Sir:

We are returning the two TOPICS Project requests for traffic signal installations on Biddle Road and Stevens Street and Crater Lake Avenue and Stevens Street signed by City Manager Archie Twitchell and Recorder Huson.

Attached is Resolution No. 825 passed by the City Council on March 19, 1970 which authorizes the City Manager to sign resolutions for the TOPICS Program.

Very truly yours,

Vernon Thorpe
Public Works Director

VT:pt

Enclosures

RECEIVED
MAR 26 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

RESOLUTION NO. 915

A RESOLUTION authorizing the City Manager to make application for Federal funds to assist in street development under the TOPICS Program.

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF MEDFORD, OREGON, that Archie Twitchell, the City Manager of the City of Medford, Oregon, is authorized to sign in the name of the City, all applications for Federal funds and grants for street projects and improvements within the TOPICS Program.

PASSED by the Council and signed by me in open session in authentication of its passage this 19th day of March, 1970.

_____
Mayor

ATTEST:

_____
City Recorder

APPROVED by me this 23 day of March, 1970.

_____

RECEIVED
MAR 26 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

Biddle Rd @ Stevens St.

RECEIVED
MAR 26 1970
ENGINEER
COUNTY & CITY DIVISION

TOPICS PROJECT REQUEST

Date Jan. 14, 1970

Name of City Medford
Major Street Name Biddle Rd.
Section Name Crater Lake Interchange to Jackson St.

Location of Project (Attach sketch map) Length One Intersection Only
On Which System? Primary I _____ Primary II ✓ (Biddle Rd.) or Secondary _____

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? NO Date PLAN approved: _____; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? Yes (If the latter, please attach documentation and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? _____
Explain NO

Describe Project Installation of a new Traffic Signal

Complete Applicable Sections:

I. SIGNALIZATION DATA:

1. Location: Biddle Rd. & Stevens St.

2. Type: a. Traffic Control _____
   1. Pretimed _____
   2. Traffic-actuated ✓
      (a.) Full traffic-actuated ✓
      (b.) Semi-traffic-actuated _____
      (c.) Volume density-actuated _____
      (d.) Pedestrian actuated ✓

Footnotes:

T-1-69

NOTED
RICHARD UNREIN

b. Flashing Beacon _____
c. Caution _____
d. Drawbridge _____
e. Lane-direction _____
f. Other _____

3. Number of Phases:
   a. Two _____
   b. Three ✓
   c. Multiple _____

4. Is interconnection for coordination necessary? NO Remarks: ___

If so, by cable or leased telephone line? _____

5. Type of Suspension:
   a. Mast Arm ✓
   b. Span Wire _____
   c. Signal Bridge _____

6. Paint Color Desired: Grey

7. Present Signalization: None

8. Other Remarks: Combination poles to provide mounting height for Street lighting

II. ILLUMINATION DATA: (Eligible only when included as a priority project in approved TOPICS PLAN)

1. Location: Stevens & Biddle Intersection

2. Type:
   a. Mercury Vapor ✓
   b. Fluorescent _____
   c. High-pressure Sodium _____
   d. Incandescent _____

3. Luminaire Distribution Type and Classification:
   a. I _____
   b. II _____
   c. III ✓
   d. IV _____
   e. V _____

Footnotes:

4. Luminaire Wattage:
   a. 175 ____
   b. 250 ____
   c. 400 ✓
   d. 700 ____
   e. 1000 ____

5. Luminaire Spacing: 80'± (Area of Intersection)

6. Maintained Intensity: 1.2 footcandles

7. Uniformity Ratio: 6:1

8. Proposed Mounting Height:
   a. ~~30 ft.~~ 32'-6"
   b. 40 ft. ____
   c. 45 ft. ____
   d. 50 ft. ____

9. Pole Type: a. Wood ____
   b. Steel ✓
   c. Aluminum ____

10. Operating Voltage: a. 120 ____
    b. 240 ✓
    c. 480 ____
    d. Series ____

11. Type of Wiring: a. Overhead ____
    b. Underground ✓

12. Present Illumination: 400 Watt, Mercury Vapor luminaires on wood power poles.

Footnotes:

III. CHANNELIZATION OR WIDENING DATA:

1. Location: Biddle Rd. & Stevens

2. Desired Work: Lane control channelization to provide continuous green indication for Southbound curb lane on Biddle.

3. Typical Section: Existing

4. Curbs? No If so, a. Type Desired: (Standard, monolithic, rolled, or special) _____
   b. Exposure _____ inches
   c. Width between curbs _____ ft.
   d. Desired curb radius _____ ft.

5. Surfacing: A.C._____ P.C.C. _____ Oil _____ Other NONE

6. Present Typical Section and Surfacing: Two thru lanes in each direction, with left turn storage lane for S.B. traffic. 24 ft. median. Parking some areas N.B. only

7. Traffic Control Signing:
   a. To be part of project? YES
   b. By City? ✓ c. By State at City Expense? _____
   (NOTE: These signs must be in place prior to BPR acceptance.)

8. Striping:
   a. To be part of project? YES
   b. By City? ✓
   c. By State at City Expense? _____
   (NOTE: Striping must be completed prior to acceptance.)

9. Sidewalks: (Eligible only when affected by project and replaced in kind.)
   a. Length None ft.
   b. Width _____ ft.
   c. Type _____
   d. Location: _____

Footnotes:

IV. STRUCTURE DATA:

1. Location: None

2. Desired Work: _____

3. Name of Structure: _____

4. Name of Stream, Street or Facility being Spanned: _____

5. Desired Roadway Width of Structure: _____ ft.
   (NOTE: Must be width of approach travelway plus full shoulders.)

6. Are sidewalks desired? _____ Width? _____ft. Location _____

7. Is a particular type of structure and design desired? _____
   Explain: _____

8. Can street be closed during construction? _____

9. Detour: a. Required? _____
   b. By City? _____
   c. By Contractor? _____

10. Approaches or Connections: a. By City? _____
    b. By Contractor? _____
    c. Traveled surface: Type _____
    Width _____ ft.
    d. Shoulders: Type _____
    Width _____ ft.

11. Existing Structure: a. Remain in Place? _____
    b. Use for Detour? _____
    c. Removed by City? _____
    d. Removed by Contractor? _____
    e. Salvaged by Contractor for City? _____
    (NOTE: If existing structure salvaged by Contractor for City, City must pay 100% of salvage value of structure.)

Footnotes:

12. Is riprap or rock blanket required? _____
    a. By City? _____
    b. By Contractor? _____

13. Will any of the following utilities be attached to the structure?
    a. Water Mains: _____ Size: _____
       Owner: _____
    b. Sanitary Sewer Mains: _____ Size: _____
       Owner: _____
    c. Storm Sewer: _____ Size: _____
       Owner: _____
    d. Gas Mains: _____ Size: _____
       Owner: _____
    e. Power Lines: _____
       Owner: _____
    f. Telephone Lines: _____
       Owner: _____
    g. Other Utilities: _____
       _____

14. Does City wish provisions made for future utility attachment to structure? _____ Explain: _____
    _____

15. Does City wish lightpost bases and conduit installed? _____

16. Are there any unusual or complicating conditions? _____
    Explain: _____
    _____

17. Describe Existing Structure: _____
    _____
    _____
    _____

Footnotes:

V. RIGHT-OF-WAY AND UTILITIES DATA: NOT REQUIRED

1. What is general width of existing right-of-way? _____ ft.
   a. Maximum: _____ ft.
   b. Minimum: _____ ft.

2. Will additional right-of-way be needed? _____ Explain: _____
   _____
   _____

3. Shall State prepare right-of-way descriptions? _____

4. Is a public hearing necessary? _____
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? _____
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

6. Will this project affect any park or recreation facility? _____
   Explain: _____
   _____

7. Are there any utilities on private property by easements or other arrangements? _____ List owner, type, and location: _____
   _____
   _____

8. Are utilities on existing right-of-way by? Permit _____ or Franchise _____ (Attach list of utilities, owner, type and location within project limits.)

9. Are there any irrigation facilities? _____ Name of Owner _____
   _____, and dates between which water can be turned off:
   From _____ To _____ Location: _____
   _____

10. Are there any railroad crossings? _____ Location: _____
    _____

_____

Footnotes:

a. Name of Railroad N/A

b. Number of tracks: Mainline ____ Siding ____ Total ____

c. Sight Distance (1.) (Direction) _____ Distance _____ ft.
(2.) (Direction) _____ Distance _____ ft.

d. Number of Trains: (1) Passenger _____ Speed _____ mph
(2) Freight _____ Speed _____ mph

e. Angle of Intersection: _____

f. Type of Existing Crossing: (1.) Grade _____
(2.) Overcrossing _____
(3.) Undercrossing _____

g. Existing Protection: (1.) Advance warning signs _____
(2.) Automatic flasher _____
(3.) Automatic bell _____
(4.) Gates _____
(5.) Stop signs _____
(6.) Crossbucks _____
(7.) Other _____

h. Proposed Type Crossing and Protection: _____

_____

_____

i. Are there to be stopping lanes for buses and trucks? ____

j. Will crossing be altered to the extent that will require a P.U.C. hearing? _____

(1.) Does City wish State to prepare P.U.C. hearing data? _____

(2.) Will P.U.C. application be made by? State _____
City _____

(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: _____

_____

_____

VI. FINANCIAL DATA:

1. Available total TOPICS Funds: $ Approx. $ 90,000.

2. Estimated Cost of Requested Project $ 24,000

3. Date Match Money is Available: _____

4. Will there be any 100% City money? NO

5. Maximum Amount of 100% City Money: $ _____

_____

Footnotes:

6. Other Remarks: _____

_____

_____

This application is not complete unless a sketch map showing the location of the project is attached.

The Medford City Council on the 19th day of March, 19 70, adopted Resolution No. 825 or Ordinance No. _____, as the case may be, requesting this TOPICS project.

By C. R. Mitchell
City Manager

By D. F. Hixson
Recorder

CRATER LAKE AVE @ STEVENS ST.

RECEIVED
MAR 26 1970
ENGINEER
COUNTY & CITY DIVISION

TOPICS PROJECT REQUEST

Date Jan. 14, 1970

Name of City Medford
Major Street Name Crater Lake Ave.
Section Name Crater Lake Hwy. to East Main St.

Location of Project (Attach sketch map) Length One Intersection only
On Which System? Primary I _____ Primary II ✓ or Secondary _____
CRATER LAKE AVE.

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? No Date PLAN approved: _____; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? yes (If the latter, please attach documentation and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? _____
Explain No

Describe Project Installation of a new traffic signal

Complete Applicable Sections:

I. SIGNALIZATION DATA:

1. Location: Crater Lake Ave. and Stevens St.

2. Type: a. Traffic Control _____
   1. Pretimed ✓
   2. Traffic-actuated _____
      (a.) Full traffic-actuated _____
      (b.) Semi-traffic-actuated _____
      (c.) Volume density-actuated _____
      (d.) Pedestrian actuated _____

Footnotes:

NOTED
RICHARD UNREIN

b. Flashing Beacon _____
c. Caution _____
d. Drawbridge _____
e. Lane-direction _____
f. Other _____

3. Number of Phases:
   a. Two ✓
   b. Three _____
   c. Multiple _____

4. Is interconnection for coordination necessary? yes Remarks: On Crater Lake Ave. from Jackson St. to Stevens St. a distance of 1300 ft.
   If so, by cable or leased telephone line? leased telephone line

5. Type of Suspension:
   a. Mast Arm ✓
   b. Span Wire _____
   c. Signal Bridge _____

6. Paint Color Desired: Grey

7. Present Signalization: None

8. Other Remarks: Combination poles should be used to provide additional height for street lighting.

II. ILLUMINATION DATA: (Eligible only when included as a priority project in approved TOPICS PLAN)

1. Location: Crater Lake Ave. & Stevens St. Intersection

2. Type:
   a. Mercury Vapor ✓
   b. Fluorescent _____
   c. High-pressure Sodium _____
   d. Incandescent _____

3. Luminaire Distribution Type and Classification:
   a. I _____
   b. II _____
   c. III ✓
   d. IV _____
   e. V _____

Footnotes:

4. Luminaire Wattage:
   a. 175 _____
   b. 250 _____
   c. 400 ✓
   d. 700 _____
   e. 1000 _____

5. Luminaire Spacing: Approx. 80 ft. across Intersection

6. Maintained Intensity: 1.2 footcandle

7. Uniformity Ratio: 6:1

8. Proposed Mounting Height:
   a. ~~30 ft.~~ 32'-6"
   b. 40 ft. _____
   c. 45 ft. _____
   d. 50 ft. _____

9. Pole Type: a. Wood _____
   b. Steel ✓
   c. Aluminum _____

10. Operating Voltage: a. 120 _____
    b. 240 ✓
    c. 480 _____
    d. Series _____

11. Type of Wiring: a. Overhead _____
    b. Underground ✓

12. Present Illumination: 400 Watt Mercury vapor on wood power poles near intersection.

Footnotes:

III. CHANNELIZATION OR WIDENING DATA:

1. Location: _____

2. Desired Work: _____

3. Typical Section: _____

4. Curbs? _____ If so, a. Type Desired: (Standard, monolithic, rolled, or special) _____
   b. Exposure _____ inches
   c. Width between curbs _____ ft.
   d. Desired curb radius _____ ft.

5. Surfacing: A.C._____ P.C.C. _____ Oil _____ Other _____

6. Present Typical Section and Surfacing: _____

7. Traffic Control Signing:
   a. To be part of project? Yes
   b. By City? ✓ c. By State at City Expense? _____
   (NOTE: These signs must be in place prior to BPR acceptance.)

8. Striping:
   a. To be part of project? Yes
   b. By City? ✓
   c. By State at City Expense? _____
   (NOTE: Striping must be completed prior to acceptance.)

9. Sidewalks: (Eligible only when affected by project and replaced in kind.)
   a. Length _____ft.
   b. Width _____ft.
   c. Type _____
   d. Location: Sidewalk will need replaced around signal pole foundations and conduit runs.

Footnotes:

IV. STRUCTURE DATA:

1. Location: None _____
_____
_____

2. Desired Work: _____
_____
_____

3. Name of Structure: _____

4. Name of Stream, Street or Facility being Spanned: _____

5. Desired Roadway Width of Structure: _____ ft.
(NOTE: Must be width of approach travelway plus full shoulders.)

6. Are sidewalks desired? _____ Width? _____ft. Location _____
_____

7. Is a particular type of structure and design desired? _____
Explain: _____
_____
_____

8. Can street be closed during construction? _____

9. Detour: a. Required? _____
b. By City? _____
c. By Contractor? _____

10. Approaches or Connections: a. By City? _____
b. By Contractor? _____
c. Traveled surface: Type _____
Width _____ ft.
d. Shoulders: Type _____
Width _____ ft.

11. Existing Structure: a. Remain in Place? _____
b. Use for Detour? _____
c. Removed by City? _____
d. Removed by Contractor? _____
e. Salvaged by Contractor for City? _____
(NOTE: If existing structure salvaged by Contractor for City, City must pay 100% of salvage value of structure.)

Footnotes:

12. Is riprap or rock blanket required? _____
    a. By City? _____
    b. By Contractor? _____

13. Will any of the following utilities be attached to the structure?
    a. Water Mains: _____ Size: _____
       Owner: _____
    b. Sanitary Sewer Mains: _____ Size: _____
       Owner: _____
    c. Storm Sewer: _____ Size: _____
       Owner: _____
    d. Gas Mains: _____ Size: _____
       Owner: _____
    e. Power Lines: _____
       Owner: _____
    f. Telephone Lines: _____
       Owner: _____
    g. Other Utilities: _____
       _____

14. Does City wish provisions made for future utility attachment to structure? _____ Explain: _____
    _____

15. Does City wish lightpost bases and conduit installed? _____

16. Are there any unusual or complicating conditions? _____
    Explain: _____
    _____

17. Describe Existing Structure: _____
    _____
    _____
    _____

_____

Footnotes:

V. RIGHT-OF-WAY AND UTILITIES DATA:

1. What is general width of existing right-of-way? N/A ft.
   a. Maximum: _____ ft.
   b. Minimum: _____ ft.

2. Will additional right-of-way be needed? _____ Explain: _____
   _____
   _____

3. Shall State prepare right-of-way descriptions? _____

4. Is a public hearing necessary? _____
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? _____
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

6. Will this project affect any park or recreation facility? _____
   Explain: _____
   _____

7. Are there any utilities on private property by easements or other arrangements? _____ List owner, type, and location: _____
   _____
   _____

8. Are utilities on existing right-of-way by? Permit _____ or Franchise _____ (Attach list of utilities, owner, type and location within project limits.)

9. Are there any irrigation facilities? _____ Name of Owner _____ _____, and dates between which water can be turned off:
   From _____ To _____ Location: _____
   _____

10. Are there any railroad crossings? _____ Location: _____
    _____

_____

Footnotes:

a. Name of Railroad _____

b. Number of tracks: Mainline _____ Siding _____ Total _____

c. Sight Distance (1.) (Direction) _____ Distance _____ ft.
(2.) (Direction) _____ Distance _____ ft.

d. Number of Trains: (1) Passenger _____ Speed _____ mph
(2) Freight _____ Speed _____ mph

e. Angle of Intersection: _____

f. Type of Existing Crossing: (1.) Grade _____
(2.) Overcrossing _____
(3.) Undercrossing _____

g. Existing Protection: (1.) Advance warning signs _____
(2.) Automatic flasher _____
(3.) Automatic bell _____
(4.) Gates _____
(5.) Stop signs _____
(6.) Crossbucks _____
(7.) Other _____

h. Proposed Type Crossing and Protection: _____
_____
_____

i. Are there to be stopping lanes for buses and trucks? ____

j. Will crossing be altered to the extent that will require a P.U.C. hearing? _____
(1.) Does City wish State to prepare P.U.C. hearing data? _____
(2.) Will P.U.C. application be made by? State _____
City _____
(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: _____
_____
_____

VI. FINANCIAL DATA:

1. Available total TOPICS Funds: $ Approx. $90,000.

2. Estimated Cost of Requested Project $ 14,000

3. Date Match Money is Available: _____

4. Will there be any 100% City money? NO

5. Maximum Amount of 100% City Money: $ _____

Footnotes:

6. Other Remarks: _____

_____

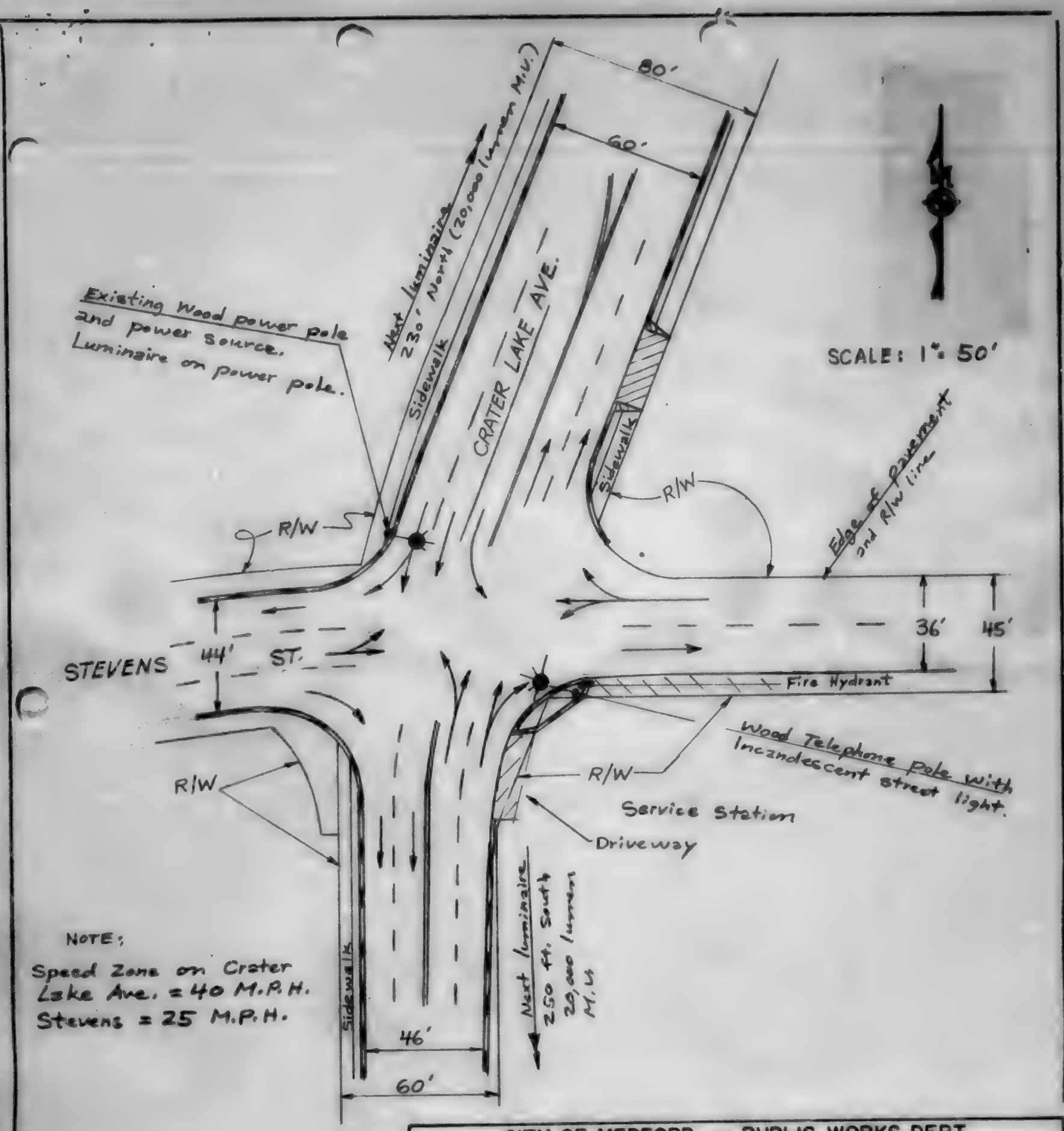
_____

This application is not complete unless a sketch map showing the location of the project is attached.

The Medford City Council on the 19th day of March, 19 70, adopted Resolution No. 825 or Ordinance No. _____, as the case may be, requesting this TOPICS project.

By _____
City Manager

By _____
Recorder



NOTE;

Speed Zone on Crater Lake Ave. = 40 M.P.H.
Stevens = 25 M.P.H.

CITY OF MEDFORD — PUBLIC WORKS DEPT.

STEVENS & CRATER LAKE AVE.

DRAWN BY R.D. Kuntz	DATE 2-19-70	PROJECT NO.
CHECKED BY	DATE	
APPROVED ASSIST. CITY ENGINEER		
APPROVED CITY ENGINEER		DRAWING NO.
APPROVED BY ORDINANCE NO.	DATE	
REVISED AS CONSTRUCTED BY	DATE	

18-1607 Main St. Interch. (Kla. Falls) 1970 Sec., on The Dalles-Calif. Hwy.
#7497 (Illumination)

OIA 3500

RECEIVED
AUG 17 1972
FOR FILING
7497

August 15, 1972

General Insurance Co. of America
1500 S. W. 1st
Portland, Oregon 97201

Gentlemen:

A post-final payment for $660 will be made to Sims Electric, Inc., on Contract No. 7497 for illumination on the Main Street Interchange (Klamath Falls) Section of The Dalles-California Highway in Klamath County as soon as the warrant is prepared.

The total amount paid on this contract will be $30,494.05 including the post-final payment. Of the total $44.05 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Encl
cc Sims Electric, Inc.
721 Oak Avenue, SE
Roseburg, Oregon 97470

O. T. Keasey
Walt Hart
V. E. Skeen
Attn: John Kerr
J. F. Putnam

bc: Floyd Query
F. B. Klaboe
George Baldwin
A. E. Johnson
W. J. Hart
L. H. Young
V. E. Skoog
J. F. Putnam
V. L. Gallagher
Gary Ross
Gary Sund
JD:ag cg

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 26

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

ORIGINAL SIGNED
TOM EDWARDS

SUBJECT **Extension of Time, Contract No. 7497**
Klamath Falls Intch., The Dalles-California Highway

Sims Electric, Inc., contractor for the illumination installation at the Klamath Falls (Main Street) Interchange on The Dalles-California Highway in Klamath County, Contract 7497, has requested an additional 69 calendar days to complete the contract work without the assessment of liquidated damages. The contractor has cited delay in the delivery of the illumination poles as his reason for not completing the work within the time allotted. This request has previously been rejected, with the exception of two days as noted below, on the basis that nondelivery of material was not reason for an extension of time. However, in light of the results of the recent study of the required delivery time for illimination and traffic signal poles, this request has been reconsidered.

The contract was awarded November 2, 1970, and allotted 180 calendar days for completion. This forecast a completion date of May 21, 1971. The work was completed July 29, 1971, with 249 calendar days charged, an overrun of 69 calendar days.

With an allowance of 190 days after pole order date for pole delivery and an additional 12 days for erection, plus 2 days previously granted for authorized extra work items, an allowable completion date of June 14, 1971, is established. This date is 24 days after the original projected completion date of May 21, 1971, and 45 days before the actual completion date of July 29, 1971.

On the basis of the above, I have granted the contractor a 24-day extension of time without the assessment of liquidated damages, with the remaining 45 days to be assessed at $30 per day for a total of $1,350, in accordance with authority given me by you.

This is a State project, and concurrence of the Federal Highway Administration is not required. This matter will be on the agenda for your concurrence at the August 8 meeting.

NOTED
FLOYD QUERY

RECEIVED
JUL 27 1972
FOR FILING

7497

July 26, 1972

Sims Electric Inc.
721 Oak Avenue S. E.
Roseburg, Oregon 97470

Gentlemen:

The State Highway Division has reviewed your request for an additional 69 days to complete Contract 7497 for work on the Klamath Falls (Main Street) Interchange, Illumination, Installation, on The Dalles-California Highway in Klamath County.

After reconsideration of all available information regarding this project, the State Highway Department has granted you a 24-day extension of time without the assessment of liquidated damages, which includes the 2-day extension of which you were previously notified.

Very truly yours,

George H. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

bc: Floyd Query
L. H. Young
F.B. Klaboe
W. J. Hart
V. E. Skoog
J. F. Putnam
E. J. Dunn
JA:ag cg

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7497 Contractor Sims Electric, Inc.

Highway The Dalles - California

Section Main Street Interchange (Klamath Falls)

Kind of Work Illumination

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Late delivery of illumination poles. Actual delivery time was 37 weeks, whereas the supplier estimated delivery time of 12 to 14 weeks.

~~Grant 2 days without assessment of liquidated damages account extra work ordered. Assess liquidated damages for remaining 67 days requested~~

Delay in pole delivery not sufficient reason for extension of time of 69 days requested.

Grant 24 days because of excessive delay in pole delivery.

Recommended for Approval:

Division Engineer

Bridge Engineer

Assistant State Highway Engineer

Contract No.	7497
Project designation	State (State-Federal)
Date awarded	11/2/70
Work started	5/17/71
Per cent completed	100 7/29/71 (Date)
No. of ~~Workdays~~ Calendar Days Allowed	180
No. of ~~Workdays~~ Calendar Days Used	249
No. of Added ~~Workdays~~ Calendar Days Requested	24 ~~69~~

SP-0206-734

E-230 (Rev.)—6M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date August 30, 19 71

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 160 days to 269 days, within which to complete our Contract No. 7*97, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: From Monday, February 15th to Tuesday, July 27th.

Work was prevented because of unavailability of the Illumination Poles. As outlined in the attached correspondence this Contractor has made every effort to secure the poles within the 160 day period taking all reasonable steps to secure delivery, and delivery was not possible. Recently, it has become apparent that the Highway Commission has recognized this problem and is now writing longer terms for the contracts, all as pointed out in the attachments.

Respectfully submitted,

Sims Electric, Inc.
Contractor

By Ray D. Sims, President

CONSENT OF SURETY

Date August 30, 19 71

We, General Insurance Company of America

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

J. K. Bailey
Attorney-in-fact

(SEAL)

Resident Agent

7497

FORM E-99

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

March 14, 1972

SUBJECT: Contract Nos. 7478 & 7497

To: A. E. Johnson
Assistant State Highway Engineer

O F F I C E

A. E. JOHNSON

Tillman & Booth, Inc. who supplied the poles for the Rogue River and Klamath Falls Interchanges are protesting the assessment of liquidated damages which were recommended to the Highway Commission.

Attached is their presentation. Please review this and give me your final recommendation.

Tom Edwards
State Highway Engineer

TE:ms
Att.
cc George M. Baldwin
F. B. Klaboe

NOTED
W. J. HART

RECEIVED
MAR 28 1972
BRIDGE DIVISION

OREGON STATE HIGHWAY DIVISION

TILLMAN BOOTH

1971 DEC 1 AM 9 00

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 30, 1971

Tillman & Booth, Inc.
P. O. Box 1148
Eugene, Oregon 97401

Gentlemen:

Your letter of November 12, 1971, concerning the assessment of liquidated damages on Contracts Nos. 7478 and 7497 awarded to Sims Electric, Inc., was referred to our Construction and Bridge Sections.

We have been advised that the information contained in your letter was considered in recommendations made to the Highway Commission concerning the assessment of liquidated damages on these two contracts.

Very truly yours,

Floyd Query

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:dr

RECEIVED
MAR 28 1972
BRIDGE DIVISION

Bridge ✓

TILLMAN & BOOTH, INC.

WHOLESALE DISTRIBUTORS

EUGENE . . . MEDFORD . . . KLAMATH FALLS

November 12, 1971

REFERRED TO
Constrn & Bridge
BY SECRETARY
11-15-71

Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Attention: Mr. Floyd Query, Secretary

Re: Road
Contract No. 7478, Rogue River Interchange, Pacific Highway, Jackson County; Guardrail, illumination and grading;
Br
Contract No. 7497, Klamath Falls, Main Street, Interchange, illumination.

Gentlemen:

The undersigned Tillman & Booth, Inc., an Oregon corporation (supplier) furnished to Sims Electric, Inc., an Oregon corporation (contractor) the electrical items required in the prosecution of the work under the above numbered contracts.

Application is hereby made by the undersigned on its behalf as such supplier and on behalf of the contractor, for waiver by the Commission of assessment of liquidated damages for non-completion of each of the contracts within the time stipulated therein. The real and true reason for this application is that when due consideration is given to the type and character of facilities required to be furnished under the contract provisions and the necessity of securing "High Mast" area lighting poles from a manufacturer distant from the State of Oregon, the practical impossibility of predicting a relatively precise time that the manufacturer's products will be produced, shipped and received at the job site becomes quite evident, and in the circumstances, allowance of only 180 days for contract completion was unrealistic at the time the above mentioned contracts were awarded. No delays were encountered in the actual installation work and no claim is being made for excess installation costs by reason of the long wait for delivery of the lighting tower assemblies. In both projects, the installation work was finished immediately on receipt of the lighting tower assemblies.

On the Rogue River project, the eight high mast area lighting tower assemblies, from 100 to 125 feet in length, were ordered from, manufactured

NOTED
IVAN D. MERCHANT

(503) 343-7701 O 215 WEST FIFTH AVENUE O POST OFFICE BOX 1148 O EUGENE, OREGON 97401

and shipped by Union Metal Manufacturing Co., Canton, Ohio; the penalty clause is $100 per day and if strictly enforced amounts to $3,200.

In clear recognition of the difficulties stemming from the extremely restrictive time limitations in the contracts, both the supplier and the contractor from the very beginning exerted every reasonable effort to expedite the manufacture to specifications and delivery of the lighting tower assemblies. This is demonstrated by -

(1) Purchase order from contractor to supplier bears date September 14, 1970, three days after the award on September 11, and one day prior to date the contract was sent out to the contractor by the Commission, with advice that calendar date count would begin September 26, 1970. This purchase order calls attention to the 180 day completion time and to the $100 per day penalty;

(2) Letter from contractor to manufacturer, dated September 14, 1970 calling attention to the short time limit and penalty and pointing out that time is of the essence;

(3) Letter of September 18, 1970 from contractor to Oregon State Highway Department requesting in view of the short duration of time the manufacturer be permitted to send shop drawings directly to the Department to expedite the handling;

(4) Letter of October 1, 1970 from manufacturer to Oregon State Highway Department furnishing drawings as a direct submittal for the high mast lighting poles, and informing the Department the manufacturer would be in a position to proceed with manufacture and shipment on receipt of approved prints of drawings and specifications;

(5) Letter of October 16, 1970 from contractor to Department stating that the manufacturer would not release the product until shop drawings were approved;

(6) Approval by Department of drawings on Rogue River Interchange sent out October 19, 1970;

(7) Letter of October 20, 1970 from manufacturer's Portland, Oregon representative acknowledging receipt of approved drawings and advising of their being forwarded to the Canton, Ohio plant for immediate release of order for manufacturer;

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NOV 15 1971
BRIDGE DIVISION

(8) Letter from manufacturer of November 19, 1970 giving estimate of shipment on March 5, 1971, with notation thereon by supplier of telephone instructions to manufacturer to better the shipping schedule;

(9) Sales order of manufacturer dated January 4, 1971 based on supplier's purchase order requesting shipment as soon as possible, indicating the estimated shipment date of March 4, 1971;

(10) Telephone call by supplier to manufacturer February 12, 1971 advising of the mandatory requirement that the poles arrive not later than March 31, 1971 to enable completion of the job April 16, 1971;

(11) Letter of February 15, 1971 from manufacturer stating that because of the in-transit time involved, a specific delivery date could not be established, declining responsibility for liquidated damages, but indicating it would appear the required delivery dates would be met

The last lighting pole section was received on the job site at the Rogue River Interchange on Monday, May 17, 1971, too late to complete the installation until May 18, 1971.

It was simply impossible notwithstanding the consistent and persistent efforts of the contractor and supplier to secure delivery of the complete lighting pole assemblies within the limit of time set forth in the contract.

On the Klamath Falls project, the 20 pole assemblies were obtained from Union Metal Manufacturing Co.'s Pacific Union Metal Division at Fremont, California; the penalty clause is $30 per day and amounts to $2,010 (after taking into account a two day extension heretofore granted without assessment of the liquidated damages).

Approximately the same situation obtained with respect to delivery of the lighting poles on this project as occurred on the Rogue River project, with every effort being exercised on part of contractor and supplier to expedite manufacture and shipment to arrive within the time limit.

It has come to our attention that since the contracts in question were awarded, a greater length of time has been prescribed and allowed as the deadline date for completion of other projects where lighting tower assemblies have been involved. As we understand it, contracts were awarded ~~at bid opening days~~

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NOV 15 1971
BRIDGE DIVISION

on April 29 and 30, 1971, allowing for completion as to:

Beaverton, 250 days
Bend, 250 days
Coos Bay, 240 days
Estacada, 400 days

This leads us to believe that previous experience in the way of time involved in obtaining deliveries of specially designed lighting tower assemblies may well have been persuasive in later decisions relating to time within which contracts reasonably could be completed. It is therefore respectfully requested that a waiver of penalty be made in respect of contracts No. 7478 and No. 7497 and that a 32 day extension of time for completion be allowed as to contract No. 7478 and an extension of 69 days (including the two days heretofore allowed) for completion be allowed as to contract No. 7497.

If consistent, and time permits, we would like an opportunity to be heard at the time this matter is presented to the Commission.

Very truly yours,

TILLMAN & BOOTH, INC.

By Robert P Booth
President

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NOV 15 1971
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 15 1971
BRIDGE DIVISION

OREGON STATE HIGHWAY DIVISION

BRIDGE SECTION Tele. 378-4551

Salem

DATE October 19, 1970

PROJECT Rogue River Interchange

BRIDGE NO. _____ CONTRACT NO. 7[illegible]

TO: [illegible] Prestressed Co. Attention: _____

Room 210 Pythian Bldg.

[illegible]

Portland, Oregon 97221

[x] TRANSMITTED HEREWITH

[ ] UNDER SEPARATE COVER

[ ] Reinforcing Steel [ ] Handrail

[ ] Structural Steel [ ] Drains or Catch Basins

[x] Other [ ] Prestressed

APPROVED: SHEET NOS. Dwg. 23-17[illegible]-0-0, 2-40.00 RLS

APPROVED AS NOTED: SHEET NOS. 3001-04, 7-070 - 3R3

RETURNED FOR CORRECTION: SHEET NOS. _____

REMARKS: [illegible] are approved for Rogue River Interchange only.

PLEASE SEND THIS OFFICE ____ COPIES OF CHECKED AND CORRECTED SHEET NOS. _____

cc: Resident Engineer Kalin Martin

Material Inspector John Jenkins

Others Bima Electric

Checker W. J. Smith

Bridge Administration Engineer Walter J. Hart

Very truly yours,

Ivan D. Mercant
Bridge Engineer

THE UNION METAL MANUFACTURING CO.

Quality Products Since 1906

CANTON, OHIO 44705 • AREA CODE 216 • TELEPHONE 454-0111

Date : 11/19/70

U. M. # : D13988

Your # : EE 86355

Project : Rogue River Interchange
Pacific Highway

To Tillman + Booth Inc
215 W Fifth Ave
Eugene Oregon 97401

Attention: Mr Price

This is to advise you that we now estimate shipment of the subject order section(s) 1 the week of 3-5-71.

We hope that this information meets with your approval.

Very truly yours,
THE UNION METAL MANUFACTURING CO.
Order Service Department

11-18

Talked to Gerry K
11-24 he will try to better
shipping schedule.

RT

CC GW Kolling Portland Oregon.

[illegible] METAL [illegible] CO.

Akron, Ohio

Tillman -Booth

SALES ORDER

DATE REC'D 1971 JAN 4 DATE AM 10 16 10-20-70 eh

Our Order No. D-43988

PURCHASED BY

Tillman & Booth, Inc.
P. O. Box 1148
215 W. Fifth Ave.
Eugene, Oregon 97401

CUSTOMER'S ORDER NUMBER	DATE
EE 86355	6-30-70

TERMS: Net 30

SHIP TO

(See note 2)

SHIP VIA Truck Ppd

MARKS: EE 86355

	CLASS	GROSS	COM. DISC.	FREIGHT	NET
	12				

QUAN.	DESCRIPTION T.C.	UNIT COST	TOTAL
	PROJECT IDENTIFICATION: OREGON STATE HIGHWAY DEPT. ROGUE RIVER INTERCHANGE PACIFIC HIGHWAY ROGUE RIVER, OREGON	ACKNOWLEDGMENT	
	Section 1	Thank you for your order. Please refer to our number indicated above if further correspondence is necessary. Date shown below is our best estimate of shipment. We expect to meet this date, but cannot guarantee it.	
	Special		
2	Design 72070-Y116, Steel Light poles,		
	Drgs. 72070-E51, Rev. R3 (Dimension "X" to be 19" and "Y" to be 14-½"		
	LESS ANCHOR BOLTS AND NUTS ,		
	Special		
4	Design 72070-Y123, Steel Light poles,		
	Drgs. 72070-E51, Rev. 13(X-19" & Y-14-½ LESS ANCHOR BOLTS AND NUTS.		

CONT. ON PAGE 2)

O. B. FACTORY Frt Ppd & Allw'd

Comm. $

ORDER NO. D-43988

DATE SHIPPED

91-2

T. E UNION METAL MFG CO.

Canton, UNION METAL Ohio

SALES ORDER

DATE REC'D | DATE ENT'D | Our Order No. D-43988

PURCHASED BY

Page 2

CUSTOMER'S ORDER NUMBER	DATE

TERMS:

SHIP TO

SHIP VIA

	CLASS	GROSS	COM. DISC.	FREIGHT	NET

QUAN.	DESCRIPTION T.C.	UNIT COST	TOTAL
	Special Design 72070-X117. Steel Light pole Drg. 72070-B51, Rev. B3 (X=19" & Y=14-1/2") LESS ANCHOR BOLTS AND NUTS.		
1	Special Design 72070- Y125, Steel Light Pole Drg. 72070-B51 Rev. B3 (X=19" & Y=14-1/2") LESS ANCHOR BOLTS AND NUTS		
5	Design 3051-X16 Three-Way Steel Light Mounting Per Drg. 3051-09, Also to be H.D. Galvanized.		
2	Design 3001-X17 Four-Way Steel Light Mounting Per Drg. 3001-09, Also to be H.D. Galvanized.		
	Continue on page 2		

F. O. B. FACTORY

Comm. $

ORDER NO. D-43988

DATE SHIPPED

FORM 91-Z

T. E UNION METAL MFG CO.

Canton, Ohio

SALES ORDER

DATE REC'D	DATE ENT'D	Our Order No. D-43988

PURCHASED BY

Page 3

CUSTOMER'S ORDER NUMBER	DATE

TERMS:

SHIP TO

	CLASS	GROSS	COM. DISC.	FREIGHT	NET

SHIP VIA

	QUAN.	DESCRIPTION	T.C.	UNIT COST	TOTAL
	8	SECTION 2 Design 2G-1766-Y9 Anchor cages per Drg. 2G-1766-G46			

F. O. B. FACTORY

Comm. $

ORDER NO. D-43988

DATE SHIPPED

FORM 91-2

RECEIVED
NOV 4 - 1971
FOLDING

18-1607

7497

November 4, 1971

General Insurance Co. of America
Portland Service Office
1300 S. W. 1st Avenue
Portland, Oregon 97201

Gentlemen:

A post-final payment for $40 will be made to Sims Electric, Inc., on Contract No. 7497 for work on the Main Street Interchange (Klamath Falls) Section of The Dalles-California Highway in Klamath County as soon as the warrant is prepared.

The total amount paid on this contract will be $19,824.05 including the post-final payment. Of the total, 044.05 is for force account.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Sims Electric, Inc.
721 Oak Avenue, S.E.
Roseburg, Oregon 97470

bc Frank Moryan
Ivan Merchant
V. E. Shoog
Attn: John Marr
J. F. Putnam

RECEIVED
NOV 1 - 1971
FORM E-30
FOR

18-1607
7497

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

October 28, 1971
Salem, Oregon

NOTED
A. E. JOHNSON

To:
J. F. Putnam
Regional Engineer
Region 4
Bend

SUBJECT:

Main St. Intch.(Klamath Falls)
The Dalles-California Hwy.
Klamath County
Contract 7497
Payment for Additional Electrical Conduit

In accord with your letter of request dated October 1, 1971, we have analyzed the contractor's claim for additional compensation for conduit installation on the subject project.

The locations in question appear to be approximately stations "M"3+80 and "ME"127+40. The plans require direct burial cable and a copper ground wire at these locations. There is no indication that conduit exists at these locations and no requirement that the contractor install conduit.

Article 611.32 (b) states that "-- conduit runs -- shall be installed as required by the plans --". Since conduit is not called for by the plans at the locations in question and since conduit under the roadways is not mandatory by the specifications, the contractor must assume he is to make the required excavation and install direct burial cable. Any conduit necessary at these locations is in addition to the contract and would require an extra work order or price agreement. Said order or agreement would be for furnishing conduit and placement of cable therein only, since the excavation is required as part of the work of installing the direct burial cable. This is in accord with your letter of September 27, 1971 to the contractor. The contractor has already been compensated for these costs by Price Agreement No. 1 and is entitled to no further payment. Since conduit is not buried as deep as direct burial cable, it appears possible that the differential in excavation cost may be a factor to be considered in this matter.

Ivan D. Merchant
Bridge Engineer

RWE/ag

cc: A. E. Johnson

RECEIVED
OCT 29 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 9 - 1971
FOR FILING

18-1607

7497

4i-10
10-19-71

October 26, 1971

Sims Electric, Inc.
721 Oak Ave., S.E.
Roseburg, Oregon 97470

Gentlemen:

The State Highway Commission at its meeting on October 19, 1971, considered your request for an additional 69 calendar days on Contract No. 7497 for illumination on the Main Street Interchange (Klamath Falls) Section of The Dalles-California Highway in Klamath County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission granted you a two-day extension without assessment of liquidated damages.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc W. D. Morgan
I. D. Merchant
V. E. Shoog
J. F. Putnam
E. J. Dunn
fkn:dr

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701
September 13, 1971

To: F. D. Morgan
Construction Engineer
Salem

SUBJECT: Request for Time Extension
Main Street Interchange
(Klamath Falls)
Contract No. 7497
Klamath County

Herewith is Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract.

The contractor, Sims Electric, Inc., has requested 69 additional calendar days and the request is based on slow delivery of illumination poles.

Prior to bidding the contract, the contractor obtained a price quote and estimate of delivery time from the supplier, Tillman & Booth, Inc. The supplier estimated it would take 12 to 14 weeks; however, the actual delivery time was 37 weeks.

Although the supplier was slow in submitting shop drawings for approval (poles were ordered November 5; shop drawings were not submitted for approval until January 6), there still should have been ample time to obtain the poles within the limits of the contract time.

The contractor made every effort to expedite the project, and approval of his request for 69 additional calendar days is recommended.

Also attached are copies of letters and purchase orders which substantiate the information given by the contractor.

J. F. Putnam
Regional Engineer

RECEIVED
SEP 14 1971
BRIDGE DIVISION

JFP:RCP:ll
enclosures

cc: E. J. Dunn

Routing
Morgan
Peers
Decker
Johnson
Stein

RECEIVED
SEP 14 1971
CONSTRUCTION
DIVISION

K[illegible] Hill

Date	Action	Acc Col Dept
10/29/70	Job bid	
11/2/70	Contract award	
11/5/70	Contractor ordered poles	
11/10/70	Contracts sent to contractor	
11/23/70	Cal Pay count start	1
1/8/71	Pole started in	45
1/21/71	" " end	60
4/[illegible]	Construction staking start for poles	155
5/17/71	Start work on site	176
5/21/71	End pole setting	150
6/[illegible]	Stop work on site - [illegible]	208
7/19/71	Start " " - [illegible]	239
7/29/71	Work complete	249

Billable 150
Total 200
Excess 50 x30 = 2070-
Adj -3
67 x30 = 2010

Region recommends waiver
for Dec 71 Comp

Original Contract Date of Comp 12-31-71

RECEIVED
OCT 18 1971
FOR FILING

18-1607
7497

October 12, 1971

Oregon State Highway Commission

Request for Extension of Time
No. 10
October 19, 1971 meeting

Gentlemen:

Sims Electric, Inc., contractor on the Main Street Interchange (Klamath Falls) illumination project on the The Dalles-California Highway in Klamath County, Contract 7497, has requested that he be granted an additional 69 calendar days without assessment of liquidated damages in which to complete the contract work. The contractor cites failure on the part of his pole supplier to furnish the poles within his quoted delivery time as his reason for failure to complete the work on time.

The contract was awarded November 2, 1970 and allotted 180 calendar days to complete the work. This forecast a completion date of May 21, 1971. The work was completed July 29, 1971, with 249 calendar days charged. This is an excess of 69 days.

Failure on the part of the contractor to secure materials to complete the work within the time allotted is not a reason for an extension of time without assessment of liquidated damages within the language of the specifications and no extension is recommended for that reason. The contractor's operations were delayed two days in the performance of authorized extra work.

I recommend that the contractor be granted a two-day extension without assessment of liquidated damages and that he be assessed liquidated damages for the remaining 67 days consumed. This amounts to an assessment of $2,010.

This matter will be on the agenda for your consideration at the October 19 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

CAG:ag kw
cc Floyd Query
- Tom Edwards
A. E. Johnson

Gary L. Sund
I. D. Merchant
F. D. Morgan
V. E. Skoog
L. H. Young
J. F. Putnam

RECEIVED
OCT 12 1971
FOR FILING

12-1607

7497

October 11, 1971

Mr. Bud Stump
Bud Stump Pipe Line & Excavation Contractor
P.O. Box 1780
Klamath Falls, Oregon

Dear Bud:

Your letter of October 4th is at hand regarding the $60.00 balance of the $1,920.17 account we had with your Company for certain ditching and backfill work in conjunction with our Contract #7497 with the Oregon State Highway Department, all in Klamath Falls.

We have checked with our foreman and, as previously pointed out to you by telephone, find and feel that your charge was excessive, and that the four hours time for which you charged $60.00 was not spent to the benefit of our account, and that we are therefore not justly entitled to pay for it.

In the event that you wish to push the claim further, kindly contact our attorney who is listed at the bottom of the letter.

Very truly yours,

SIMS ELECTRIC, INC.

RECEIVED
OCT 1 . 1971
OREGON
STATE HIGHWAY COMMISSION

Ray O. Sims

ROS:ls

cc: Mr. E.J. Dunn,
State Highway Dept.
Klamath Falls, Oregon

General Ins. Co. of America
Portland, Oregon

Floyd Query, Secretary
Oregon State Hwy. Commission
Salem, Oregon

Mr. Don Kelley, Attorney
Lucas, Kelley & Woodruff
Professional Center
Roseburg, Oregon

NOTED
FLOYD QUERY

RECEIVED
OCT 6 - 1971
FOR FILING

4624

FILED
SEP 29 1971
CLAY MYERS
SECRETARY OF STATE

18-1607
7497

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

September 23, 1971

Mr. Stump
P. O. Box 1780
Klamath Falls, Oregon 97601

NOTED ON CARD
10-5-71 RL

Dear Mr. Stump:

A copy of your statement and invoice has been forwarded to us which states that Sims Electric owes you a balance of $50 for services rendered on your Invoice No. 4023.

This appears to be in reference to the Sims Electric, Inc., Contract No. 7497 for Illumination on Main Street Interchange in the City of Klamath Falls on the Dalles-California Highway in Klamath County.

The General Insurance Company of America furnished the performance bond on this contract. We will advise them of the receipt of your claim, and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc General Insurance Company of America
Portland Service Office
1500 S. W. 1st Avenue
Portland, Oregon 97201

RECEIVED
SEP 30 1971
OREGON
STATE HIGHWAY COMMISSION

Sims Electric, Inc.
721 Oak Avenue, S.E.
Roseburg, Oregon 97470

bc J. F. Putnam
E. J. Dunn
Commission
Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

Form E-123

FORM S-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701
September 22, 1971

To: F. D. Morgan
Construction Engineer
Salem

SUBJECT: Main Street Interchange
(Klamath Falls)
Contract No. 7497
Klamath County

Attached herewith is a bill which was received by Resident Engineer E. J. Dunn on September 20, 1971, in the amount of $60.00. Apparently the contractor has not satisfied the Bud Stump firm for all charges.

J. F. Putnam
Regional Engineer

By

G. W. Martin
Regional Office Engineer

GWM:11
enclosure

cc: E. J. Dunn

NOTED
FLOYD QUERY

Routing

Morgan		Pease
Decker	RECEIVED	Swan
Bond		Glenn
Walker	SEP 23 1971	Litchfield
Boehme		Gallagher
Johnsen	CONSTRUCTION DIVISION	Stein

NOTED
C. W. HEAD

BUD STUMP

PIPE LINE AND EXCAVATION CONTRACTOR

~~Rt. 2 Box 870~~ P.O. Box 1780

KLAMATH FALLS, ORE.

Phone TU 2-3954 Free Estimates

Sims Electric
721 So. E. Oak
Roseburg, Oregon 97470

DATE 9/14/71

TERMS:

STATEMENT

DATE		CHARGES	CREDIT	BALANCE
			BALANCE FORWARDED →	
6/18/71	Inv. #4823	1520.17		
	Less paid		1,460.17	
				$60.00

This balance outstanding for work which our firm performed on Highway project.

PAY LAST AMOUNT IN THIS COLUMN →

SOLD TO

QUANTITY	DESCRIPTION	PRICE	AMOUNT

RECEIVED
SEP 22 1971
FOR FILING

12-1607
7497

September 22, 1971

General Insurance Company of America
Portland Service Office
1500 S. W. 1st Avenue
Portland, Oregon 97201

Gentlemen:

On September 13, 1971, we wrote to you concerning release of final payment on Contract No. 7497 awarded to Sims Electric, Inc., for work on Main Street Interchange in the City of Klamath Falls on The Dalles-California Highway in Klamath County.

Final payment on this contract is $1,075 and the total contract amount is $19,774.05, including $44.05 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Sims Electric, Inc.
721 Oak Avenue, S.E.
Roseburg, Oregon 97470
bc J. F. Putnam
Frank Morgan
Ivan Merchant
V. E. Skeeg
Attn: John Kerr

RECEIVED
SEP 14 1971

18-1607
7497

September 13, 1971

General Insurance Co. of America
Portland Service Office
1300 S. W. 1st Avenue
Portland, Oregon 97201

Gentlemen:

Contract No. 7497 awarded to Sims Electric, Inc., for work on Main Street Interchange in the City of Klamath Falls on the The Dalles-California Highway in Klamath County, was completed July 29, 1971, and accepted by the Highway Commission on September 10, 1971.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before September 18, 1971.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Sims Electric, Inc.
721 Oak Avenue S.E.
Roseburg, Oregon 97470
bc J. F. Putnam
Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Kerr

RECEIVED
SEP 14 1971
FOR FILING

18-1607
7497

September 10, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed July 29, 1971 on Contract No. 7497. The contract was with Sims Electric, Inc. and was for illumination on the Main Street Interchange (Klamath Falls) Section of The Dalles-California Highway in Klamath County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 10, 1971 and that you concur in this procedure at the Commission meeting on October 19, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
J. F. Putnam

VG:fw

18-1607
7497

FORM E-1 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Main St. Interchange (Klamath Falls)		WEEK ENDING: August 7, 1971
		SECTION PREFIX: 18 - 1607
HIGHWAY: The Dalles - California		COUNTY: Klamath
NAME OF JOB: Main St. Interchange (Klamath Falls)	KIND OF WORK: Illumination	
CONTRACTOR: Sims Electric, Inc.	CONTRACT NUMBER: 7497	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: November 2, 1970	DATE WORK STARTED: May 17, 1971	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 180	CALENDAR DAYS USED: 249
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 138
PROJECT AUTHORIZATION: 25,190.00		
EXCLUSIVE OF ENGINEERING: 22,990.00	ENGINEERING AUTHORIZATION: 2,200.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: 21,844.05	ENGINEERING COST TO DATE: 3,209.26	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99.62
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0.38 %	PERCENT OF AUTHORIZATION 146 %	DATE PROJECT WAS COMPLETED: July 29, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	Calendar Days	CAUSE OF DELAY
SUNDAY	Scattered Clouds-Warm			0	
MONDAY	Clear - Warm			0	
TUESDAY	" "			0	
WEDNESDAY	" "			0	
THURSDAY	" "			0	
FRIDAY	" "			0	
SATURDAY	" "			0	

Routing: BEN GIFFORD

Morgan, Peace, Bond, Swart, Walker, Glenn, Boehme, Litchfield, Johnson, Gallagher, Stein

RECEIVED
AUG 9 1971
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Office personnel working on Semi-Final all week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project completed July 29, 1971.

Semi-Final submitted to Regional Office August 6, 1971

cc: Bridge (2)
Const. (1)
Div. (1)
File (1)

SIGNED E. J. Dunn By:Bob Aldrich LOCATION Klamath Falls

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
NOV 5 - 1970

18-1607

7497

November 4, 1970

Sims Electric, Inc.
721 S. E. Oak Avenue
Roseburg, Oregon 97470

Gentlemen:

The State Highway Commission on November 2, 1970, awarded to you State Highway Contract No. 7497 in the amount of $21,500 on the Main Street Interchange (Klamath Falls) Section of The Dalles-California Highway in Klamath County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Omery, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

bc F. D. Morgan
I. D. Merchant
M. D. Krahbiel
J. F. Putnam
William Gaibel (SAIF)

RECEIVED
JUN 29 1970
FOR FILING

18-1607
7497

Salem, Oregon
June 25, 1970

Mr. E. S. Hunter
Maintenance Engineer

September 3 Letting
Main Street Interchange
The Dalles-California Hwy.

On the contract schedule is a lighting project at the Main Street Interchange in Klamath Falls which is to be financed in the amount of $36,000 from the $300,000 contingent item in the Minor Betterment budget.

Tom Edwards
Assistant State Highway Engineer

TE:ja

cc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. B. Crandall
V. E. Skoog

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 23, 1970

To:

SUBJECT: Minor betterment budget

MEMO TO FILE

The minor betterment budget has been divided as follows:

Division A	$ 427,000
Division B	549,000
Division C	503,000
Division D	406,000
Division E	515,000
	2,400,000
Contract signals and necessary minor projects	300,000
Contingencies, allocated by Maintenance Engineer	400,000
	3,100,000

RECEIVED
JUN 24 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

The responsibility for allocation of the $300,000 for contract signals and necessary minor projects will rest with Mr. Klaboe. The monthly budget runs will indicate this as an item for budget control. The contingencies will be allocated and controlled by the Maintenance Engineer.

The Division Engineers will control and allocate the above listed monies for their divisions and shall retain a 5% contingency item to handle unforeseen necessary expenditures.

NOTED
TOM EDWARDS

E. S. Hunter
Maintenance Engineer

MAINTENANCE ENGINEER
RECEIVED
JUN 23 1970
ME AME AME OE AG
BS ABS AA FILE TA

ESH:mp
Tom Edwards
cc: F. B. Klaboe
A. E. Johnson
F. B. Crandall, L. E. George
V. E. Skoog

GP 52479-734

RECEIVED
APR 17 1968

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

Edwards
cc Klaton
4-15-68

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301

DATE: April 12, 1968

In reply refer to: 08-35-DB

18-1607

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM: R. E. Simpson, Div Engr, by E. J. Valach, Dist Engr
Salem, Oregon

SUBJECT: Oregon Project F-205(--)
Main Street Interchange, The Dalles - California Highway
Illumination

Mr. Edwards' letter dated March 15, 1968 requests our approval to perform the illumination of the Main Street Interchange under a price agreement in connection with the existing contract F-205(16).

We have discussed your request with your personnel by telephone and understand that the shortage of funds mentioned in Mr. Edwards' letter is temporary in nature. We would not object to a stipulation in the contract stating that no progress payments would be made prior to a certain fixed date and that the low bidder would have the option of beginning work immediately or after the "fixed date." Time count would then begin when work started or at some specified date.

We do not approve of performing the proposed work under price agreement since the character of work would be such that a subcontract would be required. Under these circumstances the State would be paying a double profit to the contractor on a negotiated subcontract which in all probability would not have been subjected to competitive bidding.

We do not feel that illumination of this interchange is of such urgency that it must be scheduled at such an early date as to cause serious conflict between two contracts; nor do we believe it to be so critical that the additional cost of a price agreement under project F-205(16) could be justified.

Bud George -
Hold up lighting
@ this Interchange
Edwards

Copies Flaherty
Bud George
Young
4-17-68

NOTED
TOM EDWARDS

RECEIVED
APR 15 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

MAR 15 1968
FOR FILING
18-1607
7497

March 15, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Reference is made to previous correspondence wherein your office has approved Oregon Project F-205(--), The Dalles-California Highway, Main Street Interchange, Klamath Falls, Illumination.

This project is planned to provide illumination for the Main Street Interchange which is the primary connection from The Dalles-California Highway to the downtown area of Klamath Falls. This lighting is highly desirable for the safe operation of the interchange during the hours of darkness. The City of Klamath Falls has agreed to pay the power costs for the interchange illumination and to provide lineal illumination from the interchange to the downtown area.

The proposed work is shown on the attached plan. The estimated cost is $18,500. It is believed that the most rapid and efficient method of accomplishing this installation would be to do the work under price agreement as a part of the existing contract, Oregon Project F-205(16), the Klamath Falls-Green Springs Interchange Section of The Dalles-California Highway. Because of the current shortage of funds, it is not possible for us to do the work as a separate contract at this time.

Your approval to do this work under price agreement as outlined above is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
L. H. Young

Attachment

VPJ:ji ja

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID (PPM

CARD 2	REPORT NUMBER (18) 1 (20)	PROJECT LOCATION (45 typewriter spaces) 21 US 97 Main St. Interchange (Klamath Falls) 65					ADT	PRESENT 6,100	FUTURE (66) 11,000 (70)	YEA (71)
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Illumination 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUT (74)				
CARD 4	CLASS OF FEDERAL FUNDS Primary						COUNTY NAME Klam					
	NAME OF URBAN AREA 17-31 Klamath Falls						ROUTE NO. P	FEDERAL-A 4				

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT C TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(1-4 & 8)	(16)	41	42	43 46	55		(54) (58)	(59) (66)	(67)
5					PE		US 97 Main St. Interchange (Klamath Falls)			
5					ROW					
5					CONST (CODE)			0.0	28,000	17,600
								0.0	28,000	17,600

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	(15) (23) (24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

falls) (65)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
		6,100	11,000 (66)(70)	88 (71)(72)	08	Oregon	35 (2)(3)	012 (4)(9)	476 (14)(18)

(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7 13	SEQ. NO.	I. Projects Only POST MI. (24)(26)	DESIG. 27
						F-	205(17)			

COUNTY NAME: Klamath — CODE: 035 (14)(16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. P — FEDERAL-AID: 4 (32) — STATE (36)(37) — U.S.: 97 (41)

MILES (54)(58)	TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Installation of illumination facilities for the on and off ramps at the Main Street Interchange.
0.0	28,000	17,600	10,400		ROW - 180' minimum; Access Control - partial; Parking Restrictions - partial.
0.0	28,000	17,600	10,400		

(16) (23)(24) (33)

REMARKS

Additional Data: Items 400 and 472, Projects F-205(12) and F-205(16).

:

USCOMM DUSCOMM-DC 48903-P61

RECEIVED
FEB 26 1968
FOR FILING
18-1607
7497

4P

MISC. CONTRACTS and
AGREEMENTS No. 3200

1-23-68

January 26, 1968

City of Klamath Falls
City Hall
Klamath Falls, Oregon 97601

Attention: Mr. Thomas Monterossi
City Recorder

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering illumination at the Main Street Interchange on The Dalles-California Highway in your city.

A fully executed copy has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Attachment

cc Mr. F. B. Crandall
(conformed copy)

RECEIVED
JAN 19 1968
FOR FILING
18-1607
7497

January 18, 1968

Oregon State Highway Commission

Gentlemen:

It appears advisable to provide illumination on US97-Main Street Interchange in Klamath Falls. The estimated cost is $21,000. This is a Federal-aid project.

This project will be contingent upon the City of Klamath Falls providing comparable illumination on adjacent city streets and paying for power consumption for the interchange illumination. The foregoing commitments on the part of the City will be cared for by formal agreement.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be on the agenda for your consideration at the January 23 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
E. S. Hunter
C. H. Maison
J. J. Gix
H. S. Cox
J. F. Putnam

FBC:mk jes

UNITED STATES GOVERNMENT

Memorandum

Edwards

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 29, 1967

In reply refer to: 08-35-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project F-205(--)
The Dalles - California Highway
Main Street Interchange - Klamath Falls
Illumination

RECEIVED
SEP - 1 1967
TRAFFIC ENGINEERING

As requested by Mr. Edwards' letter of August 25, 1967, we approve the proposed installation of illumination facilities as a Federal-aid project at the subject interchange.

We have reviewed the preliminary plans for the proposed project and feel that the planned installation is generally satisfactory with the exception of the "A" line. The spacing of the 21,000 lumen lamps on this ramp appears to be such that a high concentration of light would result creating an unnecessary glare. We recommend consideration of respacing these luminaires with the possible elimination of one pole.

Copies Bud George - RD -
Ivan Merchant (info)
L. N. Young (info)
Gen Liles

NOTED
TOM EDWARDS

RECEIVED
AUG 31 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

F-331(3) Knowles Creek Tunnel Section 1970
of Florence-Eugene Highway, W.
#7498 of Eug. (Conc. lining & illum.)

C8A 4158

RECEIVED
AUG 1 1972
FILM

7498

August 16, 1972

Mr. James C. Goode
Goode, Goode, Decker & Hinson
Law Offices
P. O. Box 516
Albany, OR 97321

595

Dear Mr. Goode:

The information shown below is furnished you with regard to additional lights installed on the highway near the Knowles Creek Tunnel Lining Project, as requested in your August 3 letter.

Permanent roadway and tunnel lighting was made a part of the special provisions for the subject contract by Revision Letter No. 1, dated October 15, 1970, a copy of which is attached. I have not sent you the drawings referred to on page 2 since they are principally concerned with the tunnel lighting details. The locations of the tunnel approach illumination poles are shown by station in the table, Section 651.02, copy attached; the stationing of the west portal is 266+55 and that of the east portal is 280+85.

The contract was awarded November 2, 1970 and completed October 8, 1971. Temporary approach lighting was installed January 25, 1971, and remained in use until the permanent light poles were delivered to the job-site October 6, 1971 and the installation was completed October 8, 1971.

Modern safety standards now provide for roadway transitional illumination on each side of a tunnel so that the driver's eyes can adapt to the rapidly changing light intensity.

The resident engineer for the project, Mr. Millis H. Jones, has personal knowledge of the work and can supply

you any further information you may need. His address is 2193 East 15th Street, Eugene, Oregon 97403.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

A. E. Johnson
Assistant State Highway Engineer

Attachments

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
Walt Hart
J. H. Versteeg (enc.)
Ellis Jones (enc.)

RJW:smd ja

GOODE, GOODE, DECKER & HINSON
LAW OFFICES
WILLAMETTE BUILDING
135 W. 5TH AVENUE
P.O. BOX 518
ALBANY, OREGON 97321

MELVIN GOODE
JAMES C. GOODE
FREDERICK L. DECKER
WALTER B. HINSON

TELEPHONE
926-4417

REFERRED TO
Admin
BY SECRETARY

Klamath Co Tunnel
Br. 7139
Contr. 7498

August 3, 1972

State Highway Department
Salem, Oregon

Gentlemen:

There is a tunnel on Highway 126 approximately 19 miles east of Florence in Lane County, Oregon.

It is my understanding that sometime after August 8, 1971, additional lights were installed on the highway just beyond the west entrance to the tunnel.

If this is correct, I would like to know exactly what was done, and the approximate date or dates the work was completed. I would also like to know the reason for the installation of the additional lights.

Finally, I would like to know the name of a Highway Department employee who has personal knowledge of the installation and could testify in court upon subpoena.

Thank you for this information.

Very truly yours,

JAMES C. GOODE

jcg/ls

RECEIVED
AUG 8 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 8 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

RECEIVED
AUG 9 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
W. J. HART

RECEIVED
AUG 8 1972
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 10 1972
BRIDGE DIVISION

RECEIVED
1972
FOR FILING

7498

June 2, 1972

General Insurance Co. of America
Portland Service Office
1300 S. W. 1st Avenue
Portland, Oregon 97201

Gentlemen:

A post-final payment for $11,700 will be made to Loyd Ross, Contractors, Inc., on Contract No. 7438 for work on the Rhodies Creek Tunnel Section of the Florence-Eugene Highway in Lane County as soon as the warrant is prepared.

The total amount paid on this contract will be $954,681.38, including the post-final payment. Of the total, $26,700.81 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Loyd Ross, Contractors, Inc.
437 N. Columbia Boulevard
Portland, Oregon 97217

bc C. T. Kenney
Walt Marr
V. E. Skoog
Attn: John Marr
James Versteeg

RECEIVED
JUN 15 1972
FOR FILING

7478

#7

May 17, 1972

Lord Bros. Contractors, Inc.
437 N. Columbia Boulevard
Portland, Oregon 97217

523

Gentlemen:

The State Highway Commission at its meeting on May 16, 1972, considered your request for an extension of 100 calendar days on Contract No. 7498 for concrete lining on the Knowles Creek Tunnel Section of the Florence-Eugene Highway in Lane County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission granted you an extension of 70 days, without assessment of liquidated damages.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem Office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fmm
cc G. T. Keeney
Walt Hart
V. E. Skeen
W. E. Schmurfs
Ellis Jones
Federal Highway Administration

FORM E-30 50M 10-68

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 1, 1972

To: Mr. F. B. Klaboe
Deputy State Highway Engineer

SUBJECT: Extension of Time
Knowles Creek Tunnel
Florence-Eugene Highway
Contract No. 7498

On three occasions I have written the Federal Highway Administration requesting approval of a time extension for the subject project and they have consistently refused to concur in any extension of contract time. They state that an extension of time based on late delivery of materials is not justifiable and that extra work performed before such delivery does not affect the completion date. Although illumination poles were not delivered until after the specified completion date, extra work items and other delays entitle the contractor to an extension of contract time.

I recommend that the contractor be granted a 78-day extension of time with liquidated damages assessed for 18 days and that the Federal Highway Administration be reimbursed with state funds for the 78-day extension. The total liquidated damages at $150 per day for 18 days is $2,700. Following is a summary of the pertinent project information.

The contract was awarded November 2, 1970 and allotted 220 calendar days to complete the work, which forecast a completion date of July 1, 1971. On July 14, 1971 the tunnel was opened to two-way traffic and by July 20, 1971 all original contract work was completed except for installation of tunnel approach lighting. The last of the extra work was not completed until September 20, 1971. Illumination poles for the tunnel approach lighting were not delivered to the job site until October 6, 1971 and the project was completed October 8, 1971. A total of 316 calendar days were charged, which includes three calendar-day adjustments and is an overrun in contract time of 96 days. The contractor has requested a 100-day extension of time. A tabulation of delays beyond the control of the contractor and irrespective of illumination pole delivery, which totals 78 days, is as follows:

1. Thirty-nine-day delay due to nonavailability of temporary electrical power. The contractor was prevented from starting his operations until January 8, 1971, when the job site power installation was completed.

2. Six-day weather delay. State snow removal equipment plowed snow into the contractor's work area early in January, 1971 which made it inaccessible, a condition that lasted until January 18, 1971.

3. Four-day delay for removal of existing portal obstructions. Removal of these obstructions was necessary to enable the contractor to move the steel lining form into the tunnel.

4. Twenty-nine-day delay due to placement of concrete shoulder barriers. Extra Work Order No. 3 required the contractor to place concrete shoulder barriers at both ends of the tunnel and was accomplished after the specified completion date, before the illumination poles were delivered to the job site. Tentative Federal Highway Administration approval for this work was received before placement started at the job site. This work was completed September 20, 1971 and the time from this date to the final project completion date of October 8, 1971 represents the 18 days for which liquidated damages should be assessed.

A. E. Johnson
Assistant State Highway Engineer

RECEIVED
MAY 2 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: March 7, 1972

In reply refer to: 10-35-DB

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-331(3)
Knowles Creek Tunnel
Time Extension

cy morgan
yeadon
5-1-72

Your letter, dated February 16, 1972 and attached bar graph concerning a reevaluation for a time extension on the above project has been examined. From the graph I have developed the following breakdown for the 78 day time extension requested:

a. 30 days for a delay in the temporary power hookup.

b. 6 days for a work stoppage due to snow.

c. 4 days for modifing the west portal.

d. 29 days for Extra Work Order #3.

The responsibility for the temporary power hookup (item a above) was placed on the contractor in the Special Provisions, Section 107, paragraph 2k. The contractor did proceed with the contract work on a limited basis prior to the actual power hookup. Thus it appears the obligation has already been established and we cannot participate in this delay.

Item b requested additional time as the project was halted because of snow. It seems that a contractor could anticipate working in the snow especially during the month of January. As this could be considered as normal winter weather conditions I feel we cannot participate in a time extension.

Item c, modifing the west portal, appears to be a problem that would have been noticed and anticipated by the contractor. The graph also shows him doing some work during this period. This situation apparently does not warrant participation.

(more)

3-15-72
REFERRED TO

BY DEPUTY STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

Item d, Extra Work Order #3, was performed during the period that the contractor was waiting for the illuminare poles. This work had no bearing on the actual contract time and should not be considered as part of an extension of time for this project.

Any extension of time based on the lack of delivery of materials cannot be considered as justification for extending contract time.

RECEIVED
MAR 13 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 4 - 1972
FOR FILING
7498

DATE May 3, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Request for Extension of Time
No. 7
May 16, 1972

Lord Bros. Contractors, Inc., contractor for the construction of the Knowles Creek Tunnel Section of the Florence-Eugene Highway, Contract 7498, has requested an additional 100 calendar days in which to complete the contract work without assessment of liquidated damages. The contractor cites the delay in delivery of electric light poles as the reason for his failure to complete the work on time.

While the delay in delivery of electric light poles is not a valid reason for an extension of time, there are other reasons which do justify an extension:

1. A 39-day delay due to the nonavailability of electric power. I recommend a 39-day extension be granted for this reason.

2. A 6-day delay when the contractor could not gain access to his project due to snow conditions. I recommend a 6-day extension be granted for this reason.

3. A 4-day delay for the removal of portal obstructions. I recommend a 4-day extension be granted for this reason.

4. A 29-day delay due to an Extra Work Order requiring the construction of concrete shoulder barriers. I recommend a 29-day extension be granted for this reason.

(more)

The above delays justify a 78-day extension, leaving 18 days liquidated damages to be assessed to the contractor at $150 per day for a total of $2,700.

The Federal Highway Administration will not approve this request; nevertheless, we feel that it is justifiable and your approval is recommended. This matter will be on the agenda for your consideration at the May 16 meeting.

FBK:ia

bc Floyd Query
George H. Baldwin
F. B. Klabee
A. E. Johnson
Walt Hart
L. H. Young
V. E. Skoog
M. E. Schwartz
Gary Ross
Gary Sund

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7498 Contractor .....

Highway Florence-Eugene

Section Knowles Creek Tunnel

Kind of Work Concrete Lining

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or ~~GRANTED~~. The reasons for such recommendation are as follows:

Grant a 78-day extension of time due to nonavailability of temporary electric power, unusual weather delay, and two extra work items. Assess liquidated damages for 18 days since nondelivery of light poles is not a valid reason for an extension of time.

Recommended for Approval:

Warren T. Lemmons
Division Engineer

Walter J. D. Kyle
~~Construction Engineer or~~
Bridge Engineer

J. P. Kline
Dep. State Highway Engineer

Contract No.	7498
Project designation	F-331(3) State-Federal
Date awarded	11-2-70
Work started	12-21-70
Per cent completed	100% ~~8-17-71~~ Date
No. of Workdays Allowed	220
No. of Workdays Used	316 ~~264, 8-17-71~~
No. of Added Workdays Requested	78 ~~100~~

SP*0200-734

E-280 (Rev.)—8M—0-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date August 17, 1971

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 220 days to 320 days, within which to complete our Contract No. 7498, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Delivery of electric light poles has been delayed. Ordered in December 1970, delivery has now been scheduled for early September 1971. See supporting letters submitted August 16, 1971.

Respectfully submitted,

RECEIVED
SEP 7 1971
BRIDGE DIVISION

LORD BROS. CONTRACTORS, INC.
Contractor

By W. T. Lord President
W. T. Lord

CONSENT OF SURETY

Date September 3, 1971

We, GENERAL INSURANCE COMPANY OF AMERICA

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Arthur R. Eby Attorney-in-fact

(SEAL)

Not required.
Resident Agent

RECEIVED
FEB 17 1972
FOR FILING

F-331(3)
7498

February 16, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

487

Dear Sir:

Re: Request for Extension of Time
Knowles Creek Tunnel
Contract 7498
FAP F-331(3)

Your letter of January 24 has been received wherein you decline concurrence in granting a 100-day extension of time. You state that the controlling item in the final completion of this project was the delivery and installation of illumination poles. The five extra items of work outlined previously in letters dated December 8, 1971, and January 17, 1972, you say had no effect on the actual completion dates.

The attached bar chart shows the relation of the extra items of work to the contract work on the project. It can be seen that job delays previously outlined due to non-availability of temporary electric power (39 days), weather (6 days), modification of the west portal (4 days), and placement of concrete shoulder barriers (29 days beyond other extensions) actually advanced the completion date to September 20, 1971 irrespective of pole delivery. A 78-day delay to the project for these reasons was beyond the control of the contractor and entitle him to an extension of time.

Your re-evaluation of this time extension is requested. With your concurrence, I propose to recommend to the Highway Commission that the contractor be granted

a 78-day extension of time which waives liquidated damages for all but 18 days. We propose to assess the contractor liquidated damages for 18 days at $150 per day, for a total of $2,700.

Very truly yours,

George M. Baldwin
Administrator of Highways

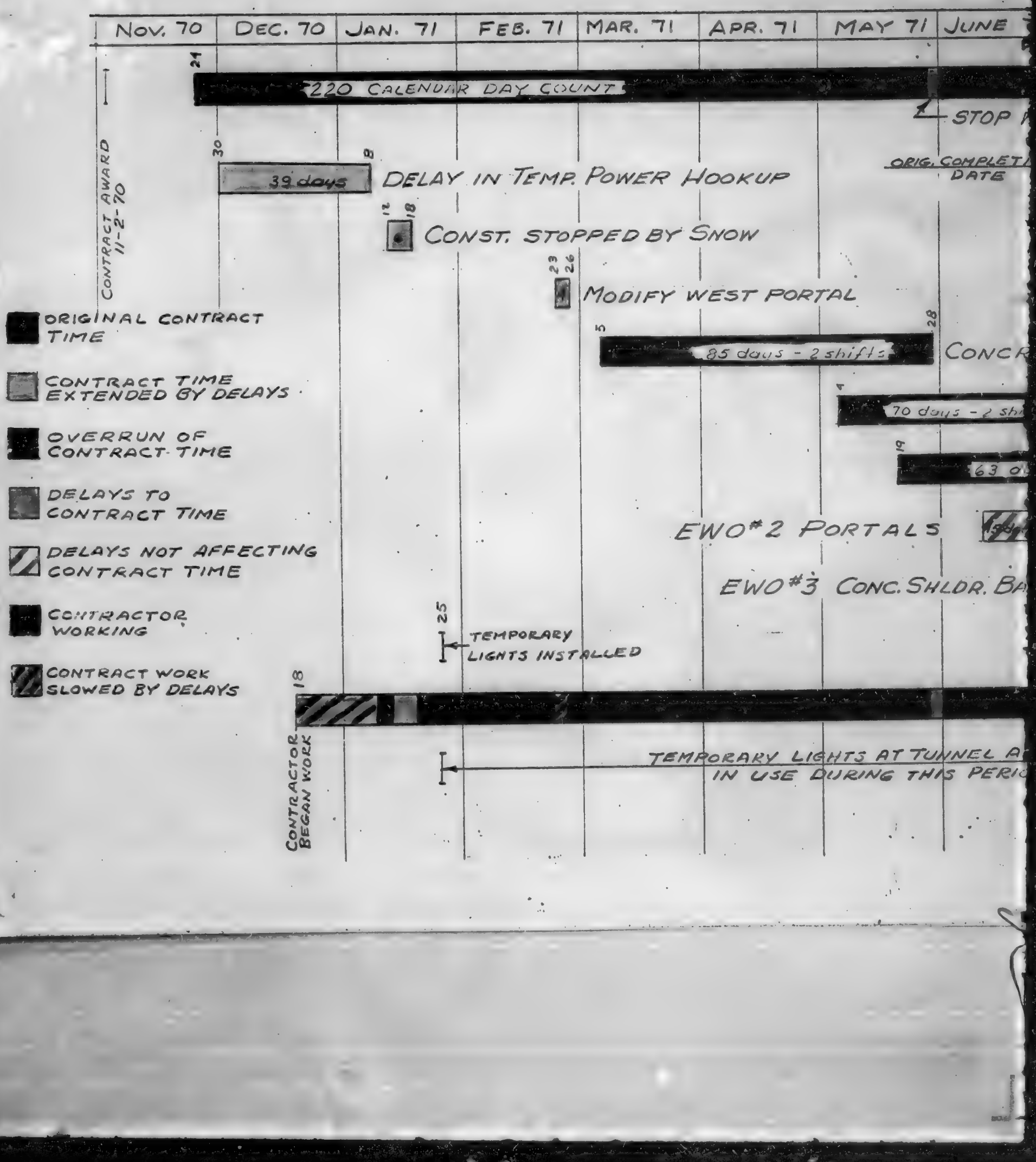
By

A. E. Johnson
Assistant State Highway Engineer

Attachment

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
Walt Hart
F. D. Morgan
L. H. Young

RJW:dh ja


Nov. 70
Dec. 70
Jan. 71
Feb. 71
Mar. 71
Apr. 71
May 71
June
CONTRACT AWARD 11-2-70
220 CALENDAR DAY COUNT
STOP
ORIG. COMPLETION DATE
39 days
DELAY IN TEMP. POWER HOOKUP
CONST. STOPPED BY SNOW
MODIFY WEST PORTAL
85 days - 2 shifts
CONCR
70 days - 2 shi
63 d
EWO #2 PORTALS
EWO #3 CONC. SHLDR. BA
TEMPORARY LIGHTS INSTALLED
CONTRACTOR BEGAN WORK
TEMPORARY LIGHTS AT TUNNEL A
IN USE DURING THIS PERIO
ORIGINAL CONTRACT TIME
CONTRACT TIME EXTENDED BY DELAYS
OVERRUN OF CONTRACT TIME
DELAYS TO CONTRACT TIME
DELAYS NOT AFFECTING CONTRACT TIME
CONTRACTOR WORKING
CONTRACT WORK SLOWED BY DELAYS

MAR. 71	APR. 71	MAY 71	JUNE 71	JULY 71	AUG. 71	SEP. 71	OCT. 71

4 — 12 — 18 — 22 — 20

NT — 39 — 6 — 4 — EWO 3

STOP WORK ORDER

ORIG. COMPLETION DATE

EXTENSIONS DUE TO DELAYS & ADDED WORK (78 days)

. POWER HOOKUP

PPED BY SNOW

MODIFY WEST PORTAL

3 — 28 — 85 days - 2 shifts — CONCRETE TUNNEL LINING

4 — 12 — 70 days - 2 shifts — PAINTING

19 — 20 — 63 days — INSTALL PERM. LIGHTS IN TUNNEL

EWO #2 PORTALS — 4 days — 14 — 2 WAY TRAFFIC RESUMED

EWO #3 CONC. SHLDR. BARRIER — (formwork) — 13 — 39 days worked — 20

ALLED

6 — 8 — POLES DELIV. & PLACED

EXTRA WORK

TEMPORARY LIGHTS AT TUNNEL APPROACHES IN USE DURING THIS PERIOD

COMPLETION DAY OCT. 8, '71

KNOWLES CREEK TUNNEL
CONTRACT 7498

RECEIVED
FHWA - HQ

STATE COPY
2-4-72

cc: OSHD (A E Johnson)
FORE Ring
Region
Wash DC
Riedl, Area Engr

gyh

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

7498

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	6	Lane	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
2-4-72	Crawford Jencke, Hwy Engr Trainee		F-331(3)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
~~10-8-71~~	12-16-71	144 %	220 days
APPROVED EXTENSIONS	**LOCATION**		
See below*	Approximately 5 miles east of Mapleton, Oregon on FAP 25 - State Route 126		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

RECEIVED
MAR 1 1972
OFFICE OF
STATE HIGHWAY ENGINEER

KNOWLES CREEK TUNNEL SECTION
FLORENCE - EUGENE HIGHWAY
Concrete Tunnel Lining and Illumination

The principle work involved in the contract was constructing a concrete tunnel lining in the existing tunnel and installing tunnel and roadway illumination.

The project work was completed with the exception of the illumination poles and fixtures on July 16, 1971. Additional work under Price Agreement No. 3 for concrete curbs (GM rails) was completed on September 11, 1971, also work under Price Agreement No. 5 for asphalt pavement within the tunnel was completed on July 16, 1971. The illumination poles arrived on the project October 6 and were erected and completed on October 8, 1971.

The contractor has been assessed 96 days of liquidated damages at $150 per day for a total of $14,400.

The final contract amount was $804,000 for a 2% underrun. There were no major overruns or underruns on the project. Information on the overruns and underruns are on file in the Division office.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE		SIGNATURE	
P. V. Riedl		R. E. Simpson	
TITLE	DATE	TITLE	DATE
Area Engineer	2-4-72	Division Engineer	

Form PR 33-E (Rev. 7-70) EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

TRANSMITTAL SLIP

DATE

BALDWIN	ACCOUNTING	LEGAL	SECRETARY
PORTER	BRIDGE	MAINTENANCE	SIGN SHOP
EDWARDS	CONSTRUCTION	PROGRAM & PLANNING	TRAFFIC
SHAW	COUNTY AND CITY	PARKS	TRAVEL
KLABOE	DATA PROCESSING	PERMITS	WEIGHMASTER
JOHNSON	DESIGN	PERSONNEL	FILES
HUNTER	EQUIP. SHOPS	PUBLIC INFORMATION	MAIL
WOLFE	B. P. R.	RADIO	REGION ☐
SIPPRELL	LABORATORY	RIGHT OF WAY	E. S. H. B.

ATTENTION: Bill Farm & Fred Blake

FROM: A. E. JOHNSON

ACTION

- ☐ NOTE AND FILE
- ☐ NOTE AND RETURN TO ME
- ☐ RETURN WITH MORE DETAILS
- ☐ NOTE AND SEE ME
- ☐ PLEASE ANSWER
- ☐ FOR YOUR APPROVAL
- ☐ PREPARE REPLY FOR MY SIGNATURE
- ☐ TAKE APPROPRIATE ACTION
- ☐ PER YOUR REQUEST
- ☐ SIGNATURE
- ☐ FOR YOUR INFORMATION
- ☐ INVESTIGATE

NOTED E. B. KLABOE

COMMENTS Dad George will immediately look at possibility of calling in the Catalogue Poles for some of the Johnson Feb 24th for a start.

OSHD E 100 (REV. 9-71) SP°67782-734

TRANSMITTAL SLIP

DATE 2 4 - 72

BALDWIN	ACCOUNTING	LEGAL	SECRETARY
PORTER	BRIDGE	MAINTENANCE	SIGN SHOP
EDWARDS	CONSTRUCTION	PROGRAM & PLANNING	TRAFFIC
SHAW	COUNTY AND CITY	PARKS	TRAVEL
KLABOE	DATA PROCESSING	PERMITS	WEIGHMASTER
JOHNSON	DESIGN	PERSONNEL	FILES
HUNTER	EQUIP. SHOPS	PUBLIC INFORMATION	MAIL
WOLFE	B. P. R.	RADIO	REGION ☐
SIPPRELL	LABORATORY	RIGHT OF WAY	E. S. H. B.

ATTENTION: AL

FROM: E. B. KLABOE

ACTION

- ☐ NOTE AND FILE
- ☐ NOTE AND RETURN TO ME
- ☐ RETURN WITH MORE DETAILS
- ☐ NOTE AND SEE ME
- ☐ PLEASE ANSWER
- ☐ FOR YOUR APPROVAL
- ☐ PREPARE REPLY FOR MY SIGNATURE
- ☐ TAKE APPROPRIATE ACTION
- ☐ PER YOUR REQUEST
- ☐ SIGNATURE
- ☐ FOR YOUR INFORMATION
- ☐ INVESTIGATE

COMMENTS Please return rej to me

OSHD E 100 (REV. 9-71) SP°67782-734

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: January 24, 1972

In reply refer to: 10-35-DB

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

NOTED R. L. KLAGGE

RECEIVED
JAN 26 1972
OFFICE OF
STATE HIGHWAY ENGINEER

SUBJECT: Oregon Project F-331(3)
Knowles Creek Tunnel
Time Extension Request

The time extension request contained in Mr. Johnson's letters of December 8 and January 17 has been carefully considered. The request which would provide for a 100 day time extension is based on five miscellaneous items plus the delay resulting from the contractor's inability to obtain timely delivery of specified illumination poles.

A time extension is not considered appropriate based on the miscellaneous items contained in Mr. Johnson's letters. The controlling item in the final completion of this project was the delivery and installation of the illumination poles. All other contract work including approved changes was completed prior to that time. In other words, had there been no other contract changes, additions or delays the completion date would have remained the same.

A time extension based on late delivery of materials would not be consistant with our past actions and would be contrary to our interpretation of your contract specifications. Provisions for necessary equipment, labor and materials to complete specified contract work are generally considered to be within the province of the contractor's responsibility and control. Consequently I am unable to concur in Mr. Johnson's request to grant a 100 day time extension on the subject project.

Moreover, I feel very strongly that a thorough evaluation should be made of your contract requirements involving illumination and signal poles. Delay in delivery of poles and resulting liquidated damages have occurred too frequently in the past. It's my understanding that the same problems are being experienced on projects currently under contract.

I am aware that this problem has not gone unnoticed by your people. Contracts involving signal and illumination poles have been given increasingly longer contract time in past years. This has not provided a completely satisfactory solution and perhaps some other action is warranted. Your further consideration of this problem would be appreciated.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Check contract on more Tr
Check over detailing for non-standard designs.
AASHO design standards - Thin metal - use standard steel designs.
We have approved use of anchor bolt-alloy (cost?) or approved equal.

RECEIVED
JAN 18 1972
FOR FILING
F-331(3)
7498

January 17, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Box 300
Salem, OR 97308

Dear Sir:

Request for Extension of Time
Knowles Creek Tunnel
Contract 7498
FAP F-331(3)
Your File 08-35-DB

Your letter of December 21 has been received wherein you ask for additional information concerning the request for an extension of time which we outlined in our letter to you dated December 8.

To recapitulate the pertinent facts about the subject contract, it was awarded November 2, 1970, allotted 220 calendar days to complete the work, which forecast a completion date of July 1, 1971. The illumination poles for the tunnel approach lighting were delivered to the job site on October 6, 1971 and the project was completed October 8, 1971. A total of 316 calendar days were charged to the job which is an overrun of 96 days in contract time. The contractor has requested a 100-day extension of time. A tabulation of delays previously outlined, totaling 103 days, is as follows:

1. 39 days for the delay in availability of temporary electrical power.

2. 6 days for weather delay.

3. 4 days for the delay caused by removal of existing portal obstructions.

4. 15 days for the delay caused by preparation of existing portals for painting.

5. 39 days for the delay caused by placement of concrete shoulder barriers.

Your letter questioned whether Item No. 4 should be considered in the time extension request since it was not clear that this work delayed the overall project work. The pipe jumbo, or support for the work platform, was used by cement finishers as well as painters. The work done under Extra Work Order 2 in chipping, grinding, and patching the surface of the existing portals was accomplished by the cement finishers working from this platform. This work delayed the painting of the tunnel, since the painters used the same jumbo and could not paint until the patching was done. The electrical contractor could not install the permanent lighting in the tunnel until the painting was done and the barricades could not be removed from the tunnel until the electrical work was completed.

By reason of this sequence, it can be seen that even though other work was being done at the same time as the work under Extra Work Order 2, this work did delay the project completion.

In addition to the delays outlined above, another primary cause of project delay was the late delivery of illumination poles. Since the project was completed two days after the poles were delivered to the job site, this delay represents additional justification for granting the 100-day extension of time. The background information on delivery of illumination poles is as follows:

There are only three principal illumination pole manufacturers and various jobs in the state have had late deliveries of poles, in some cases because of small orders and because our required details do not lend themselves to the use of standard poles. The three companies are: Union Metal Company of Canton, Ohio; Valmont Industries in Valley, Nebraska; and Ameron (formerly Weld-Rite) of Oakland, California. The contractor placed an order for illumination poles on the project from Valmont Industries.

By revision letter of October 15, 1970, approach lighting to the tunnel was added consisting of 12 illumination poles. The contract was awarded November 2, 1970 and calendar day count began November 24, 1970. The electrical

subcontractor for the project, Clark Electric, ordered the poles on December 3, 1970 from Platt Electric Supply. A copy of the purchase order is attached, along with other correspondence showing that the contractor diligently tried to obtain delivery of the poles as soon as possible.

Valmont had difficulty in obtaining material from the steel mills with which to fabricate the poles. Automobile manufacturers and other steel fabricators had reserved tonnage at the steel mills in anticipation of a nationwide strike, which never materialized. For this reason Valmont thought they could get shipment of plate steel needed for octagonal shafts and on April 28, 1971, the State approved such change. However, it then became evident that the original round, tapered shafts could be delivered sooner and the State reapproved the original round shafts on June 4, 1971. At this time Valmont was rebuilding its plant and production was held up because of scheduling problems inherent in the change-over to new equipment. Delivery dates quoted by Valmont were changed four times during the project as documented in the attachments. It is felt that the delay due to late delivery of illumination poles was beyond the control of the contractor.

In view of the above, with your concurrence, I propose to recommend to the Highway Commission that the contractor be granted a 100-day extension of time, which waives all liquidated damages.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

A. E. Johnson
Assistant State Highway Engineer

Attachments

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
Walt Hart
F. D. Morgan

RJW:dh ja

PLATT Electric Supply, Inc.

September 24, 1971

Clarkes Electric
450 W 5th
Eugene, Oregon 97401

Gentlemen

RE: KNOWLES CREEK TUNNEL

Confirming our telephone conversation of today, September 24th, regarding the poles on the Knowles Creek Tunnel job, we were advised the poles arrived in Salt Lake City for galvanizing this morning. They say the poles will be in Eugene Friday, October 1st.

We have instructed them to call us from Salt Lake as the truck is leaving to allow you time to arrange for unloading. This should give you not less than 48 hours to do this.

We shall call immediately upon receiving the phone call from Salt Lake.

Very truly yours

PLATT ELECTRIC SUPPLY, INC.

Robert Hart

Robert Hart
Commercial Lighting

RH/vh

OREGON STATE HWY. DEPT. EUGENE, OREGON

RECEIVED

SEP 2 8 1971

NOTED

		INSP	INSP	D.M.	FILES

Home Office
1505 N. W. DAVIS STREET
PORTLAND, OREGON 97209
PHONE (503) 223-6033
Reply to ☐

Wholesalers of
ELECTRICAL SUPPLIES, APPARATUS,
APPLIANCES, LAMPS AND LIGHTING FIXTURES

4100 MAYNARD AVE. SOUTH
SEATTLE, WASHINGTON 98108
PHONE (206) 624-4063
Reply to ☐

July 23,1971

Valmont Industries, Inc.
Valley
Nebraska 68064

Attn: Mr. N. A. Smith

Subj: L. D. 12031RH
Valmont #43512
Knowles Creek

Dear Sir:

We are in receipt of your letter addressed to Mr. Hart of Platt Electric Supply, Inc., Portland, Oregon.

We are having a lot of pressure applied on us by the State of Oregon Highway Department. We must have delivery on the poles as soon as possible. The date suggested in your letter is not satisfactory. I sincerely hope you can improve on the delivery date.

Very truly yours,

Wilcon Muhlheim

WM/cw

cc/Platt Electric
Lord Brother Contractor
Ellis Jones

OREGON STATE HWY. DEPT. EUGENE, OREGON
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July 22,1971

Lord Brothers Contractors, Inc.
P. O. Box 17197
Portland, Oregon

Subj: Knowles Creek Tunnel
Ref: Our letters of June 22, 1971

Gentlemen:

Enclosed is a letter from Valmont Industries, the supplier of the poles for the subject job. They indicate that there will be an additional delay in delivery. Shipment will be Aug. 28, 1971, which would mean we will not be completed with our work until Sept. 20, 1971.

Valmont Industries blames the delay to poor delivery of material.

We would appreciate you asking for an additional extension of time.

Very truly yours,

Wilson Muhlheim

WM/sw
Encl: Valmont
CC/Mr. Ellis Jones

OREGON STATE HWY. DEPT. EUGENE, OREGON
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DSG ASST ENG ENG CLK FILES

VALMONT

VALMONT INDUSTRIES, INC. VALLEY, NEBRASKA 68064 • PHONE A.C.(402) 359-2

July 14, 1971
File Ref: 142.05

Mr. Robert Hart
Platt Electric Supply, Inc.
1305 NW Davis Street
Portland, Oregon 97209

Subject: Your L. D. 12031 R. H.
Valmont # 43512
Knowles Creek Tunnel

Dear Mr. Hart:

This letter is in reply to your letter to George Roth on July 7, 1971. You have asked about four specific items and some of the information will not be available until after the order is fabricated.

(A) Steel vendor advises the material to arrive at Valmont July 19, 1971.

(B) Fabrication to begin July 26, 1971 with estimated production completion the week of August 27, 1971.

(C) Shipment from Valmont to be August 28, 1971.

(D) The carrier will be Hunt Transportation. They are a contract hauler to Valmont and the routing will be direct.

Mr. Hart, this is the best information we have at this time. Please understand that Valmont cannot be responsible for the delays in material availability. If you need any additional information, please call.

Sincerely,

VALMONT INDUSTRIES, INC.

H. A. Smith
Agency Sales Manager
Lighting Standards Division

OREGON STATE
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AUG 1 1971
NOTED
REC. ANSW. FILES

HS:lp
cc: Geo. Roth
43512

PLATT Electric Supply, Inc.

July 16, 1971

Clarke's Electric
450 West 5th
Eugene, Oregon 97401

Gentlemen

On July 7, 1971, we again requested specific information from Valmont.

To-day we received the reply.

Two copies are attached for your file.

Very truly yours

PLATT ELECTRIC SUPPLY, INC.

Robert Hart

RH/vh

Enc.

OREGON STATE HWY. DEPT., EUGENE, OREGON
RECEIVED
AUG 1 1971
NOTED

RCH	ACCT	INSP	INSP	D.M.	FILES

Home Office
1005 N. W. DAVIS STREET
PORTLAND, OREGON 97209
PHONE (503) 222-9633
Reply to ☐

Wholesalers of
ELECTRICAL SUPPLIES, APPARATUS,
APPLIANCES, LAMPS AND LIGHTING FIXTURES

4100 MAYNARD AVE. SOUTH
SEATTLE, WASHINGTON 98108
PHONE (206) 624-4082
Reply to ☐

June 29, 1971

Lord Brothers Contractors, Inc.
P. O. Box 17197
Portland, Oregon

Subject: Knowles Creek Tunnel

Gentlemen:

We have been advised by our pole supplier, Valmont Industries, Inc., Valley, Nebraska, that delivery of the twelve (12) poles for the subject job will be approximately August 9, 1971.

They, the supplier, blames equipment problems and inability to obtain the proper steel due to the anticipated steel strike which caused large steel orders from the automobile industry.

We will require eleven (11) days to complete the installation of the poles after receipt of same.

We therefore request a time extention to August 20, 1971, for completion of all work.

Very truly yours,

OREGON Wilson, Muhlheim EUGENE, OREGON

WM/jw

RECEIVED
AUG 1 1971
FILED

134,100

June 1, 1971

Oregon State Highway Department
2191 East 15th
Eugene, Oregon

Attn: Mr. Ellis Jones

Re: Knowles Creek Tunnel

Dear Sir:

We have received a letter from Valmont Industries, Inc., advising us that the estimated shipped date of poles for the reference job will be late july -- early August.

This letter explains the difficulty they have and are having with equipment and in obtaining the correct steel for the poles.

We are therefore requesting an extension of time to complete the installation of the poles.

Very truly yours,

OREGON STATE HWY. DEP. EUGENE, OREGON
RECEIVED
AUG 1 1971

Wilson Muhlheim

wm/jw
encl: copy of Valmont's letter dated May 28, 1971
cc: Platt Electric Supply, Inc.
Lord Brothers Contractors
C. Driver

DIST. ENGR. FILES

VALMONT

VALMONT INDUSTRIES, INC. VALLEY, NEBRASKA 68064 • PHONE A.C.(402) 359-2201

May 28, 1971
File Ref: 142.05

Mr. Wilson Muhlheim
Clarke Electric Inc.
450 West 5th
Eugene, Oregon 97401

Subject: State of Oregon - Contract 7498
Knowles Creek Tunnel

Dear Mr. Muhlheim:

Thank you for taking time to talk with George Roth and me last Wednesday about the above project. This letter is intended to review the circumstances (as we explained) that have led to our estimated shipped date of late July or early August.

Early this year we installed two new production lines, one for round tapered shafts and one for octagonal shafts. Originally we were to furnish the above order in round shafts, but the new shear line was not going to be ready in time to allow us to meet your delivery requirement. With this in mind, we requested on April 20 and received permission on April 28 from the highway department, to furnish the poles with an octagonal shaft. In our manufacturing processes we use coil stock for round taper and plate stock for the octagonal taper.

At this point, we contacted our steel suppliers to get the best possible material delivery. With the impending steel strike, we were told that in no way could we get plate material before the end of September and no guarantee of this date. However, in anticipation of the strike, we had reserved coil tonnage and could get it the latter part of July. Our industrial engineering group is of the opinion that, with a concerted effort, the shear line should be ready by mid-July. We are making that effort.

OREGON STATE HWY. DEPT. EUGENE, OREGON
RECEIVED
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FILES

Mr. Muhlheim, as you can imagine, there was no way that we could anticipate either our equipment problems or the crush of orders on the steel mills. Naturally automobile manufacturers and other steel fabricators have reserved tonnage in anticipation of a nationwide strike. We feel that, due to the problems, you should request a contract extension from the highway department. If you need any documentation of the above facts, please contact me.

Best regards,

VALMONT INDUSTRIES, INC.

H. H. Smith
Agency Sales Manager
Lighting Standards Division

HS:lp
cc: Art Dewey
Mel Bannister
Geo. Roth
Robert Hart
Valmont # 43512

OREGON STATE HWY. DEPT. EUGENE, OREGON
RECEIVED
AUG 1 1971
NOTED
REG. ACCT. INV. INSP. R/M. FILED

April 22, 1971

Oregon State Highway Department
2191 East 15th
Eugene, Oregon

Attn: Mr. Ellis Jones

Re: Knowles Creek Tunnel

Dear Sir:

After many letters and telephone calls, we have finally received a delivery commitment from our pole supplier.

The delivery date is not satisfactory. However, there seems to be very little we can do about it.

We are enclosing copies of letter and memo from our supplier and the pole manufacturer representative.

If there is any way you can assist us in speeding the delivery, we will appreciate such action.

Very truly yours,

Wilson Muhlheim

WM/jp
enclosures
cc: Platt Electric Supply, Inc.
Lord Brothers Contractors, Inc.

OREGON STATE HWY. DEPT. EUGENE, OREGON
RECEIVED
APR 23 1971
NOTED
REG | ASST | INSP | INSP | D.M. | FILES

manufacturers representatives

1111 southeast grand avenue † phone 503-234-0749 † portland, oregon 9726

April 17, 1971

Platt Electric Supply, Inc.
1305 N.W. Davis
Portland, Oregon 97209

Attention: Bob Hart

Dear Bob;

In a report from Harold Smith, regional sales manager for Valmont Industries on 4-16, He advises poles for the Kowles Creek Tunnell Job, your PO# will be shipped 7-23-71 or sooner. The steel shipments into Valmont for State of Oregon requirement has been slow, and has been rescheduled several times.

They will make every attempt to improve this delivery, providing the steel arrives sooner. There is apparently no possibility of shipment prior to July 9, 1971.

Please pass this information to your contractors customer.

Sincerely yours,

George M. Roth
GEORGE M ROTH COMPANY
Representitive, Valmont Industries

cc - Hal Smith

OREGON STATE HWY. DEPT. EUGENE, OREGON
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NOTED
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February 2, 1971

Platt Electric
1305 N. E. Davis
Portland, Oregon

Attn: Charles Driver

Sub: Knowles Creek Tunnel

Dear Charlie,

As you are aware, we have not received pole drawings for the subject job. As this is a completion date penalty job, we urgently need some action from the manufacturer.

It would be greatly appreciated if your company would apply the pressure needed to motivate the manufacturer.

Very truly yours,

Arnold Muhlheim

AM/jw

OREGON STATE HWY. DEPT. EUGENE, OREGON
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RES. | ASST. | INSP. | INSP. | D.M. | FILES

No. 7502 Req. No. Knowels Creek Tunnel Date Dec 2 1920

To Platt Elect. Supply For

Address Portland, Oregon Date Required

Ship To (Electrical Wholesalers) How Ship

Address Terms

	QUANTITY ORDERED	QUANTITY RECEIVED	PLEASE SUPPLY ITEMS LISTED BELOW	PRICE	UNIT
1	12		Metal Light Poles as per poles		
2			Specification - Sec 651 Hwy Lumination		
3			and attached Metal Light Pole Tables		
4					
5			8 Copies of cuts & Certification		
6					
7			Note: Cuts Should indicate both Slip		
8		Slip	-plate type and fixed base type		
9			Also for Rock Base and deep base		
10					
11			Shipping Instructions will be		
12			required with approved shop cuts		
13					
14			also detail of type bases and		
15			Excavation		
16					
17			Total Price	$5,700.00	
18					
19			Note: Anchor bolts shipped separately	$100.00	
20					
21					
22					

OREGON STATE HWY. DEPT. EUGENE, OREGON

RECEIVED

IMPORTANT

OUR ORDER NUMBER MUST APPEAR ON ALL INVOICES, PACKAGES, ETC.
PLEASE NOTIFY US IMMEDIATELY IF YOU ARE UNABLE TO SHIP COMPLETE ORDER BY DATE SPECIFIED.

Please Send Copies Of Your Invoice With Original Bill Of Lading

NOTED

REC | ASST | INSP | LAB | BUR | FILES

Wilson Marshall

Purchasing Agent

1H 147 Rediform

ORIGINAL

Clark Electric
Eugene, Oregon
Electrical Subcontractor this project

RECEIVED
JAN 1
FOR FILING

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

F-331(3)

7498

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 21, 1971

In reply refer to: 08-35-DB

cy Morgan
21 D. Hand-Draft
1-7-72

SUBJECT: FAP No. F-331(3)
Knowles Creek Tunnel
Request for Extension of Time

In order to complete our review of the extension of time on the subject project we will need additional information concerning the problem of supplying the illumination poles.

This information should include the date the poles were ordered, if more than one company was contacted, the reason for the delay, i.e. strikes, material shortages, etc., and any pertinent correspondence concerning the shipment of the poles.

Item No. 4 in your December 8 letter considers extra work order No. 2 as causing a delay to the overall work; however, as this did not delay the full use of tunnel at the proposed completion date and as other work was in progress, this item cannot be considered in the extension of time request.

NOTED
A. E. JOHNSON

RECEIVED
DEC 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

RECEIVED
DEC 21 1971
FOR FILING

F-331(3)

7498

December 21, 1971

General Insurance Co. of America
Portland Service Office
1300 S. W. 1st Avenue
Portland, Oregon 97201

Gentlemen:

On December 8, 1971, we wrote to you concerning release of final payment on Contract No. 7498 awarded to Lord Bros. Contractors, Inc., for work on the Knowles Creek Tunnel Section of the Florence-Eugene Highway in Lane County.

Final payment on this contract is $500 and the total contract amount is $542,981.58, including $25,700.01 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Lord Bros. Contractors, Inc.
437 N. Columbia Boulevard
Portland, Oregon 97217

bc Frank Morgan
Ivan Marchant
V. E. Shoeg
Attn: John Marr
C. T. Kenney

RECEIVED
DEC 9 • 1971
FOR FILING

F-331(3)
7498

December 8, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Mr. Simpson:

Re: Request for Extension of Time
Knowles Creek Tunnel
Contract 7498
FAP No. F-331(3)

The subject contract was awarded November 2, 1970 and allotted 220 calendar days to complete the work, which forecasted a completion date of July 1, 1971. The illumination poles for the tunnel approach lighting were not delivered to the job site until October 6, 1971 and the project was completed October 8, 1971. A total of 316 calendar days were charged which includes a deduction of three days beginning May 29, 1971, when a stop-work order was in effect to prevent contractor interference with traffic during the three-day holiday weekend.

The overrun in contract time is 96 days and the contractor has requested a 100-day extension of time. Below is a tabulation of delays beyond the control of the contractor, irrespective of illumination pole delivery, that entitle him to an additional 103 days:

1. Delay in availability of temporary electric power. The special provisions state that temporary power was anticipated to be made available by the Central Lincoln P.U.D. on November 30, 1970. The contractor was prevented from starting his operations until January 8, 1971, when the job-site power installation was completed.

Contractor delayed 39 days.

2. Weather delay. Although bad weather is not

usually a cause for extensions of time, on January 12, 1971 a heavy snowfall halted all construction activity and State snow-removal equipment plowed snow into the contractor's work area making it inaccessible, a condition that lasted until January 18, 1971.

Contractor delayed six days.

3. Delay caused by removal of existing portal obstructions. On February 23, 1971 the contractor started to move the steel lining form into the tunnel but was prevented from doing so by concrete obstructions in the portal that were not shown on the contract plans. Work on removal of the obstructions continued through February 26, 1971.

Contractor delayed four days.

4. Delay caused by preparation of existing portals for painting. Extra Work Order 2 required the contractor to chip, grind, and patch the surface of the existing portals to provide a suitable surface for painting that would match the new concrete liner surface. According to force account vouchers, this work was accomplished by the paint crew beginning June 10, 1971, which delayed the painting of the new surfaces.

Contractor delayed 15 days.

5. Delay caused by placement of concrete shoulder barriers. Extra Work Order 3 required the contractor to place concrete shoulder barriers at both ends of the tunnel as a safety feature to prevent vehicle collision with the existing portals. Work was started after all other contract work (except for light pole installation) was completed. According to force account vouchers, work started on the forms July 27, 1971 and continued through September 30, 1971, but the delay time includes only the days worked.

Contractor delayed 39 days.

With your concurrence, I propose to recommend to the Highway Commission that the contractor be granted a

100-day extension of time. This waives all liquidated damages.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

bc R. L. Porter
Tom Edwards
Ivan Merchant
F. D. Morgan

RJW:dh ja

RECEIVED
DEC 8 - 1971
FOR FILING

F-331(3)
7498

December 7, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed October 8, 1971, on Contract No. 7498. The contract was with Lord Bros. Contractors, Inc., and was for concrete lining on the Knowles Creek Tunnel Section of the Florence-Eugene Highway in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 6, 1971, and that you concur in this procedure at the Commission meeting on January 11, 1972.

It is assumed that if you have no objections to this action and you do not advise us to the contrary, I may consider the matter has your approval.

Very truly yours,

H. L. Porter
State Highway Engineer

VG:bb
cc: Floyd Quary
Tom Edwards
A. E. Johnson
G. L. Sund
F. D. Morgan
I. D. Merchant
V. E. Skoog
H. S. Cox
C. T. Kenney

F-331(3)
7498

Report No. 47

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Knowles Creek Tunnel		WEEK ENDING: 11-12-71
		SECTION PREFIX: 20-1043
HIGHWAY: Florence-Eugene		COUNTY: Lane
NAME OF JOB: Knowles Creek Tunnel Lining	KIND OF WORK: Concrete Tunnel Lining and Illumination	
CONTRACTOR: Lord Bros. Cont. Inc.	CONTRACT NUMBER: 7498	FEDERAL AID PROJECT NUMBER: F-331(3)
DATE OF CONTRACT: 11-2-70	DATE WORK STARTED: 12-21-70	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: 0 MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 220	CALENDAR DAYS USED 316
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 144%
PROJECT AUTHORIZATION: $ 949,654.50		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
EXCLUSIVE OF ENGINEERING: $ 874,351.50	ENGINEERING AUTHORIZATION $ 75,303.00 This week 280.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 860,220.51	ENGINEERING COST TO DATE $ 49,202.00	DATE PROJECT WAS COMPLETED: 10-8-71
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN 1.62 %	PERCENT OF AUTHORIZATION 65 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

Routing: Morgan, Docker, Bond, Walker, Boehme, Johnsen, Stein

RECEIVED
NOV 15 1971
CONSTRUCTION DIVISION

EQUIPMENT USED DURING THE WEEK:
None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

Item ~~BRIDGE~~ NO.	1	2	3	4	5	6	7
PERCENT	100%	100%	100%	100%	100%	100%	100%

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy w/showers			1. Temporary protection and direction of traffic
MONDAY	Partly cloudy			2. Remodel tunnel supports
TUESDAY	Cloudy w/showers			3. Furnish Class "A" Concrete in tunnel liner
WEDNESDAY	Cloudy w/showers			4. Placing Class "A" Concrete in tunnel liner
THURSDAY	Cloudy w/showers			5. Reinforcement
FRIDAY	Cloudy			6. Structural steel
SATURDAY				7. Illumination installation complete.

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY 11-8	One man working on semi-final.
TUESDAY 11-9	One man working on semi-final.
WEDNESDAY 11-10	One man working on semi-final.
THURSDAY 11-12	One man working on semi-final.
FRIDAY 11-13	Correcting deficiencies previously noted.
SATURDAY	

REMARKS

Status: Project completed 10-8-71. Final inspection made, 10-13-71, by P. V. Riedl, A. A. Rear & W. E. Schwartz.
All deficiencies corrected.
Final records will be submitted 11-15-71.

Final Report

SIGNED Ellis H. Jones LOCATION Eugene, Oregon

Ellis H. Jones, Resident Bridge Engineer

RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
NOV 1 - 19..
FOR FILE

STATE COPY

OREGON STATE HIGHWAY DIVISION

NOTED
A. E. JOHNSON

F-331(3)
7498

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

October 15, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Admin.
P. O. Box 300
Salem, Oregon 97308

Contract 7498
FAP F-331(3)

Delmeas
cys Young
& Morgan
10-29-71

Dear Sir:

All work under Contract No. 7498, Knowles Creek Tunnel Section of the Florence-Eugene Highway in Lane County, was completed on October 8, 1971.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

RECEIVED OCT 28 1971 OREGON DIVISION

Very truly yours,

R. L. Porter
State Highway Engineer

By For R. D. Ahrens

NOTED
TOM EDWARDS

L. H. Young
Program and Planning Engineer

Federal Highway Administration
Oregon Division Office Endorsement Date October 22, 1971

Conditions noted on above date:

For G. K. Hoosman
R. E. Simpson
Division Engineer

Project completed and final inspection made October 13, 1971. All work satisfactorily completed.

RECEIVED
OCT 27 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-123

Form E-208—634

F-331(3)
7498

STATE COPY-IP

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 8-11-71
Contingent upon modification of project agreement if additional funds are required
BY L L Green
Engineering Coordinator
TITLE
DATE 8-25-71
FEDERAL HIGHWAY ADMINISTRATION

Project Name Knowles Creek Tunnel Date Aug. 11, 1971

Highway Florence-Eugene Contract No. 7498

County Lane Prefix 20-1043

Contractor Lord Bros. Contractors Inc. F. A. Project No. F-331(3)

Address 437 N. Columbia Blvd., Portland, Ore. 97217 Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Construct Concrete shoulder barriers at east and west ends of the tunnel. See attached drawing #27234 for exact locations and construction details.

Location by station numbers:

Sta. 256+30 to 290+00

Estimate of quantities and cost:

Materials	$5000.00
Equipment	$2500.00
Labor	$5000.00
Total	$12,500.00

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This safety feature for the protection of the traveling public was not anticipated in the original contract.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$949,651.50	
Present estimate of project cost, including $12,500.00 for work under this order	$932,593.33	
Expected under-run ~~over-run~~ amount	$17,061.17	
Expected under-run ~~over-run~~ per cent	1.8%	

Submitted by: Ellis E. Jones
Resident Engineer

Approval Recommended: Walter J. Hunt
Construction Engineer or Bridge Engineer

Approval Recommended: Warren E. Schwartz
Division Engineer

Approved: [signature]
Deputy State Highway Engineer
Assistant State Highway Engineer

8-27-71

SP*22677-731

F-331(3)

Form E-900—5M

STATE COPY G-1P

OREGON STATE HIGHWAY DEPARTMENT

APPROVED EFFECTIVE DATE 2-24-71
Contingent upon modification of project agreement if additional funds are required
BY G. K. Hansen
TITLE Dist. Engineer
DATE 7-13-71
FEDERAL HIGHWAY ADMINISTRATION

Order for Extra Work

7498

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Knowles Creek Tunnel Date 5-30, 19 71

Highway Florence - Eugene Contract No. 7498

County Lane Prefix 20-1043

Contractor Lord Bros. Inc. F. A. Project No. F - 331(3)

Address P. O. Box 17197 Portland Ore. Order No. 2 (Supplemental)

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Remove excess concrete & furnish all required labor and material to provide ~~x~~ a satisfactory transition between existing portal sills and the new concrete lining. Chip, grind and patch concrete in portals to ~~xxxx~~ provide suitable surface for painting. Form weep holes in East & West portals. Clean and paint East & West portal faces.

Location by station numbers:

Sta 258 + 15 to Sta 289 + 25

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JUL 13 1971
STATE OF

Estimate of quantities and cost:

Labor	$1250.00
Equipment	650.00
Material	100.00
Total	$2000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The existing concrete portals require modification to provide a satisfactory transition to the new tunnel lining. Concrete surfaces in the portals ~~xxxx~~ require additional patching and finishing to provide a uniform even surface for painting. Work Started 2-24-71.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 949,654.50
Present estimate of project cost, including $ 2000.00 for work under this order	$ 920,644.50
Expected under-run ~~over-run~~ amount	$ 29,010.00
Expected under-run ~~over-run~~ per cent	3.05

Space to right of this line is for use of Salem Office

Submitted by: Ellery H. Knox
Resident Engineer

Approval Recommended: Walter J. Hunt
Construction Engineer or Bridge Engineer

Approval Recommended: Wendell E. Stewart
Division Engineer

Approved: [illegible]
Deputy State Highway Engineer, State [illegible] Engineer

7-15-71

JUN 16 1971

NOTED
A. E. JOHNSON

OREGON STATE HIGHWAY DIVISION

F-331(3)
7977

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 14, 1971

Pioneer Mutual Life Insurance Co.
10630 Bridgeport Way S. W.
Tacoma, Washington 98499

Attention: Mr. Stanton Weston
Regional Director of Agencies

Dear Mr. Weston:

I have your letter of June 10, 1971, concerning paint damage to your vehicle while traveling through the Knowles Creek Tunnel outside of Florence, Oregon, on June 9, 1971.

Painting the interior of the tunnel is a part of the work of relining the tunnel under a Contract 7498 to Lord Brothers, Inc., 437 N. Columbia Blvd., Portland, Oregon, 97217. The contractor's surety company is General Insurance Company of America, Resident Agent, Dooly & Company, Inc., Board of Trade Building, Portland, Oregon.

Damage such as you claim is a responsibility of the contractor under the terms of the contract. I am sure that if you contact the contractor he will take proper corrective action.

I am taking the liberty of forwarding the contractor a copy of your letter along with a copy of this letter for his information.

Very truly yours,

R. L. Porter
State Highway Engineer
By ORIGINAL SIGNED
IVAN D. MERCHANT
Ivan D. Merchant
Bridge Engineer

CAG/ag
cc: A. E. Johnson w/attach.
C. Keasey w/attach.
E. Jones w/attach.
Lord Brothers, Inc. w/attach.

RECEIVED
JUN 15 1971
OFFICE OF
STATE HIGHWAY ENGINEER

File copy

PIONEER MUTUAL life insurance company

STANTON WESTON, REGIONAL DIRECTOR / 10630 BRIDGEPORT WAY S.W. / TACOMA, WASHINGTON 98499 / PHONE 584-3010; RES. (FOX ISLAND) 549-2271

June 10, 1971

Highway Division
Administration Office
State Highway Building
Salem, Oregon

NOTED
A. E. JOHNSON

Dear Sir:

I had the unfortunate experience of driving through a tunnel a few miles outside of Florence, Oregon, at about 1:15 P.M. on the 9th of June; while they were painting the roof of this tunnel.

I now have a blue and white Ford--the white, the compliments of the tunnel painters. I tried to remove this paint from the vinyl top and from the auto body finish, without any success.

I am sure this has been experienced by other people in the past, and you probably have a set procedure for handling this type of situation. If you would notify me of what your policy is, I will be happy to cooperate in any way I can in correcting and removing the white paint from my automobile.

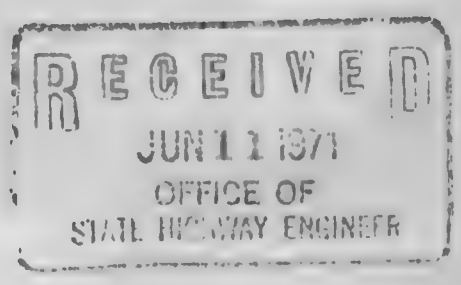
Sincerely,

Stanton Weston

Stanton Weston
Regional Director of Agencies

SW/sas

6-14-71
Ltr & Merchant
To (illegible)



RECEIVED
MAR 24 1971
FOR FILING

F-331(3)
7498

March 24, 1971

Mr. William J. Haggerty
2333 S. W. 16th Avenue
Portland, Oregon 97201

Dear Mr. Haggerty:

Since your telephone call as of yesterday, I checked the cause of the traffic delay at the Knowles Creek tunnel which you described.

It was reported that from 2:50 p.m. to 3:25 p.m. the tunnel was blocked by reason of the contractor's operations. In moving some steel into the work area, he apparently had a mishap and got the material so tangled that it actually blocked the passageway.

The matter is being carefully watched and I believe the changes of a recurrence are unlikely.

I am sorry that you were delayed but I believe the next time you travel this route, you will find things in better order.

Very truly yours,

R. L. Porter
State Highway Engineer

RLP:fu

cc Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
C. T. Kenney

FORM B-30 (4-70)

SP*82103-784

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 24, 1971

To: MEMO TO THE FILES

SUBJECT:

Mr. Porter called yesterday requesting the facts of a reported 40-minute delay ~~to~~ at the Knowles Creek Tunnel work. Mr. Keasey reported by phone this morning that all traffic was stopped from 2:50 P.M. yesterday to 3:25 P.M. or 35 minutes. (Some traffic on the end of the line would have to wait longer.)

The contractor was moving some steel into the tunnel. He encountered some small problem with it getting tangled up or obstructed on something but this was soon cleared and there was an opportunity to allow the traffic to flow. Instead of doing so, the contractor immediately re-entered the tunnel with equipment again for additional work which resulted in the total stoppage as indicated above. The Inspector had not approved of this maneuver and the contractor was apparently just pressing for production without regard to the traffic problem. The contractor has been reprimanded and the Inspector alerted to try to keep this from happening.

There is no special provision in this project regarding length of traffic delay, so the Standard Specifications control which allow up to 20 minutes interruption when necessary. As a matter of further information, Mr. Keasey explains that when the contractor is making a concrete pour, the traffic pattern does not change much as the concrete is pumped into the point of deposit from outside the tunnel. Only the positioning of the trucks at the tunnel portal requires that traffic stop.

A further report on the above matter from the Inspector will be forthcoming.

John A. Bond
Construction Administration Engineer

JAB:fw
cc R. L. Porter

RECEIVED
MAR 24 1971
OFFICE OF
STATE HIGHWAY ENGINEER

F-331(3).

RECEIVED
[illegible]
7498
[illegible] OF
[illegible] HIGHWAY ENGINEER

Form E-310—6M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 3-16-71
Contingent upon modification of project agreement if additional funds are required
BY D. K. Hansen
TITLE Dist. Engineer
DATE 3-16-71
FEDERAL HIGHWAY ADMINISTRATION

Project Name Knowles Creek Tunnel ✓ Date Feb. 24, 1971

Highway Florence-Eugene ✓ Contract No. 7498 ✓

County Lane ✓ Prefix 20-1043 ✓

Contractor Lord Bros. Contractors Inc. ✓ F. A. Project No. F-331(3) ✓

Address P.O. Box 17197 Portland, Oregon ✓ Order No. 2 ✓

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Remove excess concrete and furnish all required labor and materials to provide a satisfactory transition between existing portals, sills and the new concrete tunnel lining.

Location by station numbers: Sta. 258+15 to Sta. 289+25

RECEIVED
MAR 9 1971
BRIDGE DIVISION

Estimate of quantities and cost:

Labor	$1250.00
Equipment	650.00
Material	100.00
Total	$2,000.00 ✓

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The existing concrete portals require modification to provide a satisfactory transition to the new tunnel lining, and to accomodate the overlap of the new tunnel lining forms.

Work started 2-24-71

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 949,654.50
Present estimate of project cost, including $2000.00 for work under this order	$ 918,978.00
Expected under-run / ~~over-run~~ amount	$ 30,676.50
Expected under-run / ~~over-run~~ per cent	3.2%

Space to right of this line is for use of Salem Office

Submitted by: Ellis H. Jones
Resident Engineer

Approval Recommended: Lyle M. Nielsen
Construction Engineer or Bridge Engineer

Approval Recommended: John Edwards
Div. CONSTR. Engr.
Division Engineer

Approved: D. K. Hansen
Deputy State Highway Engineer, Assistant State Highway Engineer or State Highway Engineer

3-16-71

RECEIVED
MAR 31 1971
FOR FILING

F-331(3)
7498

Hd
2-16-71

February 17, 1971

Central Lincoln People's Utility District
255 S. W. Coast Highway
Newport, Oregon 97365

MISC. CONTRACTS and AGREEMENTS No. 4258

176

Attention: H. P. Seddath
General Manager

Gentlemen:

Attached for your records is a fully executed copy of an agreement to provide power to the east end of Knowles Creek Tunnel on the Florence-Eugene Highway in Lane County.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
Att.

cc F. D. Morgan
Attn: Ted Litchfield

RECEIVED
FEB 5 - 1971
FOR FILING

F-3811(3)
7498

February 4, 1971

Oregon State Highway Commission

Gentlemen:

On the agenda for the February 16 meeting will be an agreement between the State and the Central Lincoln People's Utility District providing for the District to deliver three-phase, 60-cycle, 480-volt power to the east end of the Knowles Creek Tunnel on the Florence-Eugene Highway in Lane County.

Construction of a service line to this tunnel is estimated to cost approximately $29,000. The District will assume this cost subject to the State's guarantee of a minimum payment of $6,600 per year in power costs for a period of five years.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan (Attn: T. W. Litchfield)
R. H. Bothman
V. E. Skoog
C. T. Keasey

PGP:dl/TE:ms sr

FEB 26 1971

F-231(2)
7418

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

January 26, 1971
Salem, Oregon

To: Memo to the Files

SUBJECT: Trailer Coach Restriction
Florence-Eugene Highway
ORE126

All concerned parties should be advised that due to highway construction work a width restriction exists on the Florence-Eugene Highway, ORE126, at Knowles Creek Tunnel, M.P. 19.54 to M.P. 19.81.

Construction work within the tunnel has reduced the travelled way to approximately 13½ feet horizontal clearance. Trailer coaches having a base width not exceeding 12' are able to pass through the work area at the present time. This also includes 12' wides with eave overhang. As the work progresses, however, the clearance may be further reduced to exclude first 12' wides with eaves and then subsequently straight 12' wides. We will attempt to furnish information in this respect as the contractor's operations progress.

One way traffic is maintained through the tunnel and is controlled by traffic signals. Overwidth units are slowed in passing through the restricted clearance to such an extent that in many instances the traffic signal goes through two complete cycles while the unit is in the tunnel. The use of a flagman-escort, as specified under item No. 5 of the permit provisions, will be mandatory for the purpose of holding on-coming traffic until the overwidth unit can clear the tunnel.

Due to restrictions on other routes a situation is therefore presented wherein nc highway route is available for the delivery of units having a base width in excess of 12' to points on the Oregon Coast Highway south of Yachats.

NOTED
TOM EDWARDS

SP°53479-794

It is expected the construction work in the tunnel will be completed by approximately June 1, 1971. Any questions in this matter should be referred to the undersigned or Mr. Bill Isaac, telephone 378-2568, in Salem.

R. P. Hamilton
Director of Permits

RPH:jf

cc: Mr. R. N. Bothman
Mr. C. T. Keasey
Mr. Dale Allen
Trailer Coach Association
Oregon Trucking Association
Oregon Draymen & Warehousemen's Association
Mobile Home Towing Association

2/23/71

Copy sent to:

James R. Faulstich, Administrator
Economic Development Support
Executive Department
109 State Capitol
Salem, Oregon 97310

RECEIVED
FEB 18 1971
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	STATE
12-16		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
4	(PPM 21-7) 11-27-70	Lane
		PROJECT NO. F-331(3)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Knowles Creek Tunnel

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-7-70	0.59
OTHER (Specify)		

FUNDS 63.54%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 911,570.00	$ 579,211.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By _____
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer NOV 27 1970

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds.

(b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, up-

Oregon State Highway Division

Federal-Aid
Project No. F-331(3)

KNOWLES CREEK TUNNEL

FLORENCE-EUGENE HIGHWAY IN LANE COUNTY

Salem, Oregon, November 24, 1970

Project agreement estimate.

Type Code X999
Tunnel Lining (Sta. 258+15 to Sta. 289+25)

Temporary Protection and Direction of Traffic	All Required		$ 50,000.00
Remodel Tunnel Supports	All Required		31,800.00
Furnishing Class "A" Concrete in Tunnel Liner	6,300 cu.yd.	26.00	163,800.00
Placing Class "A" Concrete in Tunnel Liner	All Required		252,000.00
Reinforcement	920,000 lb.	0.18	165,600.00
Structural Steel	72,000 lb.	0.50	36,000.00
Illumination Installation, Complete	All Required		125,000.00
			$824,200.00
Flagging (60% of Contractor's Cost)	All Required		4,500.00
	Subtotal		$828,700.00
	10% Engr. & Cont.		82,870.00
	Total		$911,570.00

Length of Project - - - 0.590 Mile

Items Retained in Program Status

Signal Installation	All Required	$ 2,000.00
Replace Additional Sets (Ribs)	All Required	5,000.00
Construct Transformer Base	All Required	1,000.00
	Subtotal	$ 8,000.00
	10% Engr. & Cont.	800.00
	Total	$ 8,800.00

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds
Tunnel Lining	$911,570.00	$579,211.00	$332,359.00
Retained in Program	8,800.00	5,591.00	3,209.00
	$920,370.00	$584,802.00	$335,568.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7498

Prefix 20-1043

RECEIVED
NOV 23 1970
FOR FILING

F-331(3)
7498

November 20, 1970

Lord Bros. Contractors, Inc.
437 N. Columbia Boulevard
Portland, Oregon 97217

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7498 for concrete lining on the Kiechlee Creek Tunnel Section of the Florence-Eugene Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosure

cc General Insurance Co. of America
Portland Service Office
[illegible] S.W. 6th Avenue
Portland, Oregon 97204

bc W. D. Morgan
I. B. Marchant
Ellis Jones
C. T. Kenney

RECEIVED
NOV 16 1970
PORTRL.

F-331(2)
7498

November 12, 1970

Lord Bros. Contractors, Inc.
437 N. Columbia Boulevard
Portland, Oregon 97217

Gentlemen:

Enclosed are three copies of Contract No. 7498 for $824,200 awarded to you by the State Highway Commission on November 2, 1970, for concrete lining on the Knowles Creek Tunnel Section of the Florence-Eugene Highway in Lane County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin November 24, 1970.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc F. D. Morgan
I. D. Merchant
Ellis Jones
C. T. Keasey

RECEIVED
NOV 10 1970
FOR FILING

F-331(3)
7498

November 9, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of November 2, 1970, is requested in the award of contract for the Knowles Creek Tunnel Section, Project No. F-331(3).

The contractor receiving the award is Lord Bros. Contractors, Inc., in the amount of $824,200.00, with Contract No. 7498 assigned. This bid was received on October 29, 1970, and awarded on November 2, 1970.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Federal Highway Administration Endorsement

Date_____

I concur in the award.

R. E. Simpson
Division Engineer

DAR:ia

RECEIVED
NOV 9 - 1970
FOR FILING

F-331(3)
7498

November 6, 1970

Mr. H. B. Campbell, Division Engineer
Central Lincoln People's Utility District
Post Office Box 370
Florence, Oregon 97439

Dear Mr. Campbell:

Re: Power Service
Knowles Creek Tunnel Section
Florence-Eugene Highway
Lane County - Contract No. 7498

Your November 3 letter addressed to our Dale Allen has been referred to this office for reply.

The State awarded a contract on November 2, 1970, to line and illuminate the Knowles Creek Tunnel. This will require 480-volt, 3-phase power of 200 to 250 KW.

Your letter advises that the necessary energy will be sold under Rate Schedule 300. The presently estimated usage will cost the State approximately $7,950 annually, but the annual minimum charge to the State necessary to cover your investment of constructing the additional power line is estimated to be from $7,000 to $7,500. The State is prepared to enter into a mutually satisfactory agreement with the District to cover your minimum requirements consistent with your extension policy.

Please proceed with the construction of a line to provide a power source at the west end of the tunnel and with the preparation of the appropriate documents to formalize this agreement.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

cc R. L. Porter
Tom Edwards
R. W. Bothman
F. D. Morgan
T. W. Litchfield
J. F. Hagemann
C. T. Keasey
D. D. Allen
J. E. Holcomb

PGP:dl ms

FORM E-20 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon
November 4, 1970

SUBJECT: Power Service
Knowles Creek Tunnel

To:
Ted Litchfield
Railroad and Utilities Engineer
Construction Section

S A L E M

In accordance with our telephone conversation, this office has forwarded the attached letter to you for reply.

What Mr. Campbell of Central Lincoln People's Utility District would like is a letter indicating that the terms he outlined in the attached letter are satisfactory to the State so he can commence work. This would avoid additional delay waiting for the actual formal agreement to be drawn up and signed.

This office has approved his application for a permit and returned it to him for signature. By a copy of this letter to Mr. Campbell I have requested that he hold the application until receipt of your letter giving him authority to begin work. At that time he can sign and forward the application to me for normal processing.

Dale D. Allen
District Engineer

DDA:em

Attachment

cc: Howard Campbell w/permits
C. T. Keasey
Ellis Jones

Routing

Morgan
Peets
Dick
Glenn
Litchfield
Johnson

RECEIVED
NOV 5 1970
CONSTRUCTION DIVISION

CENTRAL LINCOLN
PEOPLE'S UTILITY DISTRICT

NEWPORT, OREGON

Florence, Oregon
November 3, 1970

RECEIVED
NOV 3 1970
AT EUGENE
MAINTENANCE OFFICE

Mr. Dale Allen
District Maintenance Superintendent
Oregon State Highway Department
P. O. Box 1269
Eugene, Oregon 97401

Dear Sir:

Enclosed are copies of our "Application and Permit to Occupy or Perform Operations upon a State Highway" relating to the necessary power line extension on the Florence-Eugene Highway to supply electric power to the Knowles Creek Tunnel for the construction contractor, and for the permanent lighting installation.

It would be appreciated if you would give us a written request for three phase, 480 volt power in an amount of approximately 200 to 250 KW at the west end of the tunnel, and indicate that the State will enter into a mutually satisfactory ageeement with the District to cover our minimum requirements consistent with our extension policy.

The necessary electrical energy will be sold to the State under Rate Schedule 300, and it is presently estimated that the usage will produce an annual revenue of $7950.00. The annual minimum that we will require to cover our additional investment is presently estimated at $7000 to $7500.00.

If you need any additional information please let me know.

Yours truly,

H. B. Campbell
Division Engineer

HBC/eg

cc: John Schriner
FD 1629

MILLARD MARTIN, PRESIDENT · F. A. ALBRIGHT, VICE PRESIDENT · A. E. ELLINGSON, SECRETARY · DONALD M. DeFREESE, TREASURER · FRANK E. LUNDY, DIRECTOR · H. P. SUDDUTH, GENERAL MANAGER

OREGON STATE HIGHWAY COMMISSION

SP°F72
Form E-497 (Revised 7-69)

APPLICATION AND PERMIT TO OCCUPY OR PERFORM OPERATIONS UPON A STATE HIGHWAY

Permit Number: _____

Name and Address of Applicant:

Central Lincoln P.U.D.
P. O. Box 370
Florence, Oregon 97439

Applicant hereby applies to the Oregon State Highway Commission for permission to perform the following operations upon the right of way of the Florence-Eugene Highway, No. 62, Lane county, between/or/near Knowles Cr. Forest Camp and Knowles Creek Tunnel, as shown on the map or plan attached hereto and by this reference made a part hereof.

☒ Construct, operate and maintain a 12.5 KV, 3 phase pole line.

☐ Construct, operate and maintain a _____ buried cable.

☐ Construct, operate and maintain a _____ pipe line.

Highway Ref. Map No. 5B-10-2 Part 2

☐ Erect and maintain a non-commercial sign.

☐ Miscellaneous operations and/or facilities as described.

POLE LINE, BURIED CABLE OR PIPE LINE TO BE CONSTRUCTED ALONG OR ACROSS SAID HIGHWAY AT:

Mile Post	to Mile Post	ENGINEERS Station	to Station	Side of Hwy. or Angle of XING.	DISTANCE FROM Centerline	R/W Line	BURIED CABLE OR PIPE Depth	Size and Kind	Span Length
17.92	18.34	180+75	203+15	South	40' +	35'			
		202+00	204+70	24°			Crossing Span		310'
18.34	18.50	203+15	202+00	North	105'-	15' Varies			
		204+20	213+80	24°			Crossing Span		980'
18.50	19.51	212+00	265+00	South	40' +	60' - 160'			

SIGN TO BE ERECTED ON SAID HIGHWAY AT:

Mile Post	Engineers Station	Distance from Highway Centerline	Distance from Shoulder	Side of Highway	Remarks

DESCRIPTION AND LOCATION OF MISCELLANEOUS OPERATIONS AND/OR FACILITIES

Recommended for approval:

_____ District Maintenance Superintendent

_____ Division Engineer

This permit is issued by the Commission subject to the terms and provisions contained herein and/or attached hereto; this permit is accepted and approved by applicant subject to said terms and provisions.

Applicant: Central Lincoln Peoples Utility District

By: _____

_____

Date of Application: November 3, 1970

OREGON STATE HIGHWAY COMMISSION
Forrest Cooper, State Highway Engineer

By: _____
Assistant State Highway Engineer

Effective Date: _____

RECEIVED
NOV 5 - 1970

F-331(3)
1498

November 4, 1970

Lord Bros. Contractors, Inc.
P. O. Box 17197
Portland, Oregon 97217

Gentlemen:

The State Highway Commission on November 2, 1970, awarded to you State Highway Contract No. 7498 in the amount of $824,250 on the Knowles Creek Tunnel Section of the Florence-Eugene Highway in Lane County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Cuery, Secretary
OREGON STATE HIGHWAY COMMISSION

fbs

cc Frank Morgan
I. D. Merchant
C. T. Keeney
Ellis Jones
Wm. Gaibal (SAIF)

OCT 29 1970

F-331(3)
7498

October 21, 1970

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: Illumination - Knowles Creek Tunnel
Florence-Eugene Highway
Oregon Project F-331(3)
Your Ref. 06-35.6

Your October 12 letter approved the plan for lighting for the Knowles Creek Tunnel and mentioned a possible concern over two items.

It was indicated that the State of Washington is changing from fluorescent to mercury vapor for tunnel illumination because of high ballast maintenance cost which may be brought on by excessive ballast heat. We have not experienced any difficulties with fluorescent units and in the particular instance of the Knowles Creek Tunnel installation, we do not anticipate that ballast heat will be a problem.

The second item was a recommendation that epoxy paint be used on the walls and ceiling of the tunnel. The project special provisions have been amended to call for a three-coat epoxy paint as a portion of the work under this project.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

bc R. L. Porter
Tom Edwards
I. D. Merchant

WJH:dh ms

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon
Attention: Mr. A. E. Johnson

DATE: October 12, 1970

In reply refer to: 08-35.6

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

10-13-70
Merchant
Concurs

SUBJECT: Oregon Project F-331(3)
Knowles Creek Tunnel
Illumination

Your October 2 proposal signed by Mr. Merchant for the Knowles Creek Tunnel illumination is acceptable. We also agree that you should add this work to the proposed contract by addendum. This addendum should give bidders about 2 weeks review prior to submission of bids.

There are two items that might be of concern:

1. We have heard that the State of Washington is changing from fluorescent to mercury vapor for tunnel illumination because of the high ballast maintenance cost. Excessive ballast heat appears to be the problem.

2. Epoxy paint is recommended for the walls and ceiling. This has been discussed with your people.

RECEIVED
OCT 14 1970
BRIDGE DIVISION

NOTED
A. E. JOHNSON

RECEIVED
OCT 1[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

10-13-70

FORM FR-1240 (REV 2-67)

OCT 19 1970

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
F-331(3)

STATE PROJECT NO.
KNOWLES CREEK TUNNEL SEC.

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
P-488

COUNTY NAME

PROGRAM STAGE (Check)
[ ] 1 [XX] 2

TO:
F 331(3)
7498

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

Young
Wise.
10-14-70
NOTED
F. B. KLABOE

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
OCTOBER 7, 1970	OCTOBER 7, 1970	FA PRIMARY ROUTE 25
		STATE ROUTE NUMBER: STATE ROUTE 62

LIMITS OF AUTHORITY

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $4,500.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) CONTRACTOR'S FLAGGING $4,500.00
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [X] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S OCTOBER 7, 1970 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

THE 1970 EDITION OF OREGON'S STANDARD SPECIFICATIONS FOR WELDED HIGHWAY BRIDGES AND INCIDENTAL STRUCTURES, JULY 1970 ISSUE, ARE APPROVED FOR USE ON THIS PROJECT.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

RECEIVED
OCT 14 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-13-70	G. K. Green	for DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
SEP 9 - 1970
FOR FILING

F-331(3)
7478

September 8, 1970

73

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97308

Attention: Mr. H. A. Schell

Dear Sir:

Re: 08-35.6
Oregon Project F-331(3)
Knowles Creek Tunnel Section

Please refer to your memo dated August 26, 1970, approving the preliminary plans for the Knowles Creek Tunnel lining project. This memo mentions several items which you wished the State to consider. These items will be discussed in the same order they are listed in your memo.

1. A study will be made of drainage behind the proposed concrete lining. It is believed that weep holes through the concrete lining immediately above the existing concrete footing section will adequately prevent any buildup of hydrostatic pressure behind the lining. These will be incorporated into the design.

2. Adequate water stops between the pours will be provided.

3. Provisions are to be made for imbedded conduit for a future tunnel lighting system. In order to get a high degree of reflectance from the proposed lining, a glass flake epoxy surface will be provided.

4. In the placement of the concrete lining, it is the intention to remove the timber frame jump sets installed after the initial timber sets were installed at four-foot

centers. This removal is to permit as extensive a concrete rib as possible for structural strength. The specifications will provide that the removal of the timber sets is to be made immediately ahead of the forming, rebar placement and pouring in each section and the specifications will not permit the removal of large segments of the existing timbers ahead of the concrete operations. Complete construction plans will be sent you in the very near future for your approval.

Very truly yours,

R. D. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
Ivan D. Merchant

IDM:ew sr

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: August 26, 1970

In reply refer to: 08-35.6

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-331(3)
Knowles Creek Tunnel Section
Florence - Eugene Highway
Lane County

Preliminary plans for the subject tunnel as submitted by Mr. Merchant's July 31 letter are approved. Some of the items we feel should receive your consideration are:

1. Adequate drainage behind the lining.

2. Waterstops between pours.

3. Number of epoxy coats (If illumination is expected perhaps glass flake epoxy should be considered).

4. The old timbered section should not be removed too far ahead of the new concrete lining.

cc:
Region (08-00.35)
H A Schell

RECEIVED
SEP 2 1970
BRIDGE DIVISION

RECEIVED
SEP 4 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 27 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

TRANSACTION NUMBERS 8-14 AND 8-15

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 8-6-70

BY (Signature): MR. YOUNG'S JULY 23, 1970 LETTER

TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS _____

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 487 THRU 488

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
487	F-111(12)	2.30	1,800,000	1,143,000	GRAY CR. – N. FORK COQUILLE RIVER SEC.	GRADE, DRAIN HIGH TYPE PAVEMENT
488	F-331(3)	0.27	625,000	397,000	KNOWLES CREEK TUNNEL	TUNNEL LINING

Young 8-11-70

REMARKS (Division)

NOTED
F. B. KLABOE

NOTED
TOM EDWARDS

RECEIVED
AUG 7 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 11 1970

8-6-70

FOR FILING

F-331(3)
-488

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
		8-6-70	R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-3

RECEIVED
AUG 11 1970

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

July 31, 1970

F-331(3)
7478

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon 97301

Attention: Herb Schell

Gentlemen:

Re: Knowles Cr. Tunnel Relining
Knowles Cr. Tunnel Section
Florence-Eugene Hwy.
Lane Co., Br. No. 7139A

Transmitted herewith are two prints each of the following data: Preliminary Details, Drwg. No. 26660, Temporary protection and direction of traffic, Drwg. No. 26651, Existing tunnel details, Drwg. Nos. 12474, 12475, 12476, 21282 and 7139A.

The tunnel cross section for the new concrete lining has been changed from that shown on the original plans so as to clear the existing timber lining in its present position. The existing timber lining consists of triple sets, double sets and single sets. Two sets will be removed at each triple set; one set will be removed at each double set and any set that is less than 8" clear of the face of the new cross section will be removed. Where two sets of a triple set are removed, two steel sets will be added and where a single set is to be removed, two steel sets will be added.

The reinforced concrete lining is designed for nine feet of overburden over any part or all of the lining. The tunnel will be painted with an epoxy paint for motorist safety and conduit will be installed for future lighting.

Based on approximate quantities the estimated cost for the tunnel lining is $683,000 which includes the cost of temporary protection of traffic and an allowance for engineering and contingencies.

NOTED
A. E. JOHNSON

These prints are being sent to you as a preliminary submission. As the tunnel needs continual maintenance, we wish to contract this job in the near future. Your early review and approval is hereby requested.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

TGT:smd

cc
Al Johnson
L.H. Young
V.E. Skoog

RECEIVED
AUG 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 28 1970

OREGON STATE HIGHWAY DIVISION

Yellow

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

July 23, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Dear Sir:

We are submitting program data for two primary projects, Item Nos. 487 and 488, which we desire to have included in the Federal-Aid Primary Highway Program.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Encl.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

7-23-70

FEDERAL-AID PR
(PPM 21-

CARD 2	REPORT NUMBER (18) (20)	1	PROJECT LOCATION (45 typewriter spaces) 21 65	SR 126 5 mi. E. of Mapleton E 0.27 mi.	ADT	PRESENT (66)	1,600	FUTURE (70)	3,350	YEAR (71) (72	90				
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	Line Tunnel	NATL. FOREST (63) (65)		FH ROUTE NO. (66) (68)		SUPV AGCY (69)		DA CLASSIF. (70)		DA AREA (71)		EMERG. YR. (72) (73)		PL. AUTH YR (74) (76
CARD 4	CLASS OF FEDERAL FUNDS	Primary									COUNTY NAME	Lane			
	NAME OF URBAN AREA 17-31										ROUTE NO.	P	FEDERAL-AID	25	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST: TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(1-4 5)	(16	61	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					PE		SR 126 5 mi. E. of Mapleton E. 0.27 mi. (Knowles Creek Tunnel Section)			
5					ROW					
5					CONST (CODE) X999			0.27	625,000	397,000
								0.27	625,000	397,000

(16) (23) (24) (3

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

23-70

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	ADT	1,600	3,350	90	08	Oregon	35	012	488

SUFV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only: POST MI.	DESIG.
					F	331	(3)		

COUNTY NAME: Lane — CODE: 039

ROUTE NO.: P — FEDERAL-AID: 25 — STATE: 62 — U.S.:

PROGRAM STAGE: [ ] 1 OR [X] 2

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Line tunnel 1,332', H.C. 26'. (Existing facility 2-11' lanes with 2' shy distance)
0.27	625,000	397,000	228,000		ROW - 150' min.; Access control - partial; parking restriction - none.
0.27	625,000	397,000	228,000		

REMARKS

Additional Data: Item S-365, Project No. S-234(7).

(over)

USCOMM DUSCOMM-DC 48905-P61

Project Data:

The project consists of 1,332 feet of tunnel lining with steel reinforced concrete, H.C. 26 feet.

This tunnel was built in 1938; it was remodeled in 1955 with lining of untreated timbers and concrete lining was placed at the entrances for a distance of 50 feet. In 1965 State Forces cut off the bottom of all timbers and poured concrete footings for future concrete lining.

Bureau of Public Roads memorandum of April 1, 1970, gave location and design approval in accordance with Par. 10 of PPM 20-8 and also agreed that Clearinghouse review was not required for this stage construction project.

System action, railroad, airports, water development, historical and recreational areas - none involved.

FORM 8-50 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon
May 20, 1970

SUBJECT: Knowles Creek Tunnel
Florence-Eugene Highway

To:

C. T. Keasey
Division Engineer
R O S E B U R G

A recent timber failure in the Knowles Creek Tunnel prompted a careful inspection last week to determine what action may be warranted. Briefly the recent history of this tunnel is as follows:

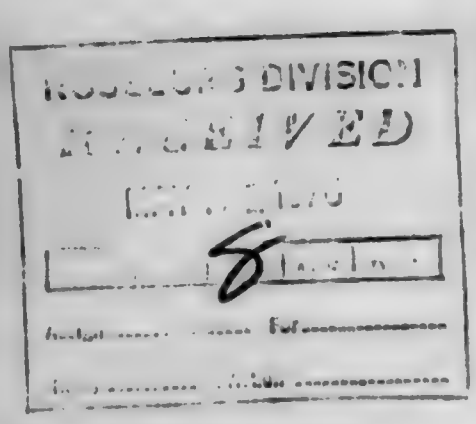
October 1963 - Bridge foreman Lockyear inspected bridge and prepared a list of timber members that showed rot or were cracked. His list indicated 273 of 325 (84%) were not sound. Lockyear noted that you could stick a bar through the bottom portion of many timbers.

Jan. 1964 - Mr. H. W. Hughlett recommended the tunnel be relined within two years, noting that deflection and splitting of timbers indicated heavy overloads. Also pointed out danger of replacing rotten members.

Nov. 1965 - State Forces cut off bottom of all timbers and poured footing for slip form lining.

Feb. 1970 - BPR said they had no objection to our request to establish location and design criteria for project. Requested information which prompted decision.

May 1970 - Motorist advised timber appeared to be hanging in tunnel Inspection showed a 10 x 12 timber at top of arch had sheared, allowing that set of timbers to come together at top about 6". Several adjacent arch members were sagging but did not fail (see photo).



Maintenance crews placed temporary false pile, jacked members up and arch apart and installed new panel. Following the above repair, the foreman was instructed to bore all suspicious timbers and submit a report. A report of his findings is attached and indicates that considerable deterioration of the members exists. In many places he said his 3/8" x 18" drill could be pushed through the dry rot after it penetrated the outer shell.

This project is presently on the "1971 and later" schedule. Because of the extensive rot, indication of overloaded members, hazard to maintenance crews and motorists, this office recommends the project be rescheduled to this year.

Dale D. Allen
District Engineer

DDA/fg

Attachments:
Photos
June 17, 1964 letter
January 23, 1964 letter
May, 1970 test boring

4" lagging.

10"x12"

2-3"x8" headers @ each joint. Headers and joints to be nailed with 3-40d nails each end each piece.

Note:
Place timber sets at 4'-0" ctrs. where needed.

All joints have the same bevel.

All space line to be cord wood

Metal Lagg

3'-2"

9'-0½"

13'-5½"

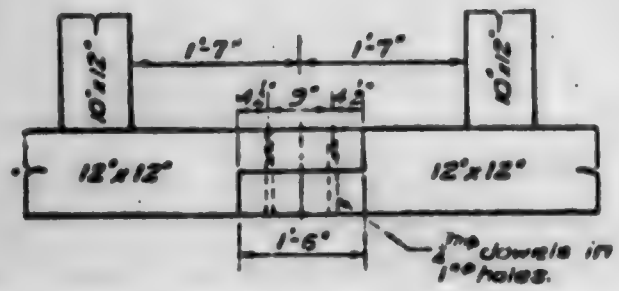
13'-11"

Spring line for conc. lining.

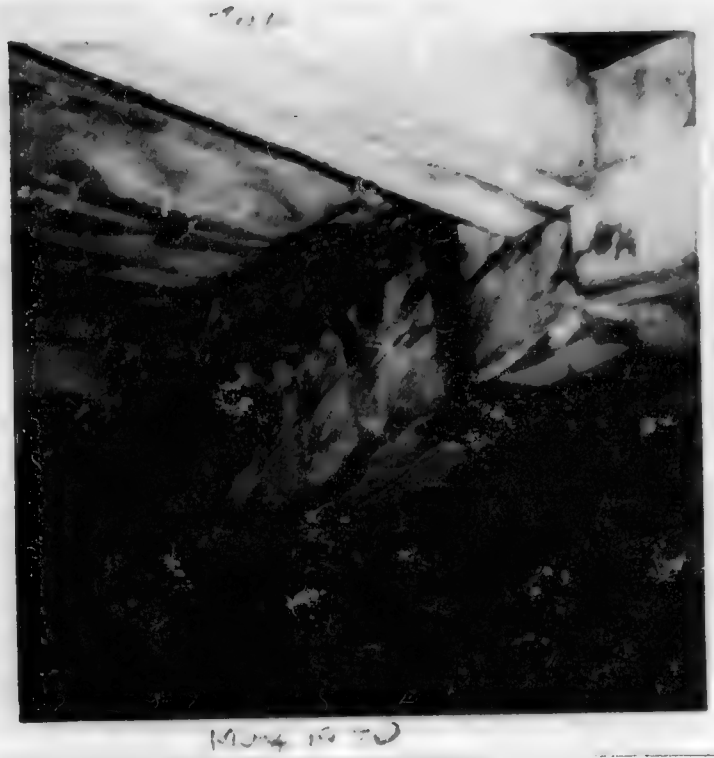
For dimensions of future concrete lining, curbs and sidewalks see Dwg. # 12473.

French drain 1"ø x 12" dowel in 1½"ø x 12" hole.

TIMBER LINED TUNNEL SECTION
IN
SOLID ROCK
Scale: ⅜"=1'-0"



SILL SPLICE



MAY 1970

MAY - 1970

KNOWLES CREEK TUNNEL INSPECTIO
May, 1970

All tests made with 3/8" x 18" drill operated from scaffold on truck. Truck went up one side of tunnel and down on opposite side. Panels are numbered looking west.

No.	
7	Post 6, 7, also 1, 2, 3, 4, 5 - Rotting
8	Post 6, 7, 8, also 2, 3, 5 - Rotting
9	Post 3, 4, 5 - Rotting
10	Post 1, 2 - Rotting
11	Post 2, 3 - Rotting
12	Post 1, 2 - Rotting
13	Post 1, 2, 3 - Rotting
14	Post 1, 2 - Rotting
15	Post 1, 2 - Rotting
17	Post 9 - Rotting
19	Post 9 - Rotting
20	Post 7, 8, 9 - Rotting
28	Post 2 - Rotting
29	Post 1, 2 - Rotting
45	Post 6, 7, 8 - Rotting
56	Post 5 - Split
62	Post 5 - Split & sagging, crushed on end section
65	Post 5 - 3 timbers middle rotten and dropped some
67	Post 5 - 3 timbers middle rotten and dropped some
69	Post 5 - Rotten and crushed
73	Post 5 - Crushing and split
75	Post 5 - Rotting and crushed
76	Post 5 - Beginning to crack

No.	
77	Post 5 - Splitting
78	Post 5 - Splitting
88	Post 1, 2, 3, 4 - Rotting
89	Post 1, 2, 3 - Rotting
90	Post 2, 3 - Rotting
91	Post 2, 3 - Rotting
92	Post 2 - Rotting and lagging
93	Post 3 - Lagging and rotten
94	Post 2, 3 - Dry rot
95	Post 1, 2, 3 - Rotting
105	Post 5 - Splitting
111	Post 8, 9 - Rotting
114	Post 1, 2, 3 - Rotting
115	Post 2, 3 - Dry rot
133	Post 5 - Splitting
150	Post 3, 4 - Dry rot
151	Post 3, 4 - Rotten and lagging
152	Post 3, 4 - Rotten and lagging
153	Post 2, 3, - Rotting and crushed - settled, Post 4, split
154	Post 2, 3, - Rotting and crushed - settled, Post 3, 4 - sagging
163	Post 5, - Splitting
165	Post 5, - Splitting
171	Post 5, - Splitting

No.	
173	Post 5, - splitting
174	Post 5, 6, - splitting
175	Post 5, 6, - splitting
197	Post 5, - splitting 2 places
200	Post 4 & 5A - Rotting
201	Post 1, 2, 3, 4, - rotting
202	Post 6, 7, 8, - rotting and crushing
203	Post 4, - rotting, Post 6, 7, 8, 9, - rotting and crushing
204	Post 4 & 5, - rotting, post 6, 7, 8, 9, rotting and crushing
206	Post 5, 6, 7, 8, - rotting and crushing
207	10 x 12 post #5 - splitting
227	Post 3, - lagging and rotten
227-A	Post 1, 2, - rotting
228	Post 3 - lagging and rotten
229	Post 3 - lagging and rotten
233	Post 5, - splitting
247	Post 5, - splitting
261	Post 5, - splitting
267	Post 5, 6, - splitting
271	Post 4, - splitting
280	Post crushing between 1 & 2
282	Post 4, 5, - splitting
286	Post 4, 5, splitting, a lot of weight

No.	
289	10 x 12 - split post number 4
298	Rotten between 1 & 2 - 10 x 12 lagging, rotten between 298 & 297
299	Post 2 and 3-A rotting, Post 2 & 3B - rotting
301	Lagging, rotten between 302 and 301, No. 2
305	Rotten between 2 and 3
306	No. 5 - rotting
307	No. 5 - rotting
308	Lagging, rotting between 308 and 307 between 4 & 5; 308 - 10 x 12 No. 3 rotting at joint
309	10 x 12, No. 5 rotten - lagging between 4 & 5 309 & 310
311/312	Rotting 4 x 12 lagging, section 5
318	Post 5 - splitting
322	Post 7 & 8, some rotting
323	Post 7 & 8, some rotting
325	Post 7, 8, 9A rotting, post 7, 8B rotting
328	No. 3 & 4, split full length
339	Post 7, rotting
340	Post 7 & 8 rotting
340-A	Post 7, 8, 9 - rotting
340-B	Post 7, 8, 9 - rotting

RECEIVED
APR 6 - 1970
FOR FILING

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

F-331(3)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: April 1, 1970

In reply refer to: 08-35-EC

SUBJECT: Oregon Project F-331(-)
Knowles Creek Tunnel
Florence - Eugene Highway
FAP 25, Lane County

Location and design approval in accordance with paragraph 10 of PPM 20-8 is given for the construction of the subject project. This approval is based on the study reports and related supporting data furnished with Mr. Young's March 4 letter.

It is also agreed that clearinghouse review is not required for this final construction stage.

Please consider all possible safety features in your design such as maximum roadway width and the possible incorporation of a GM guardrail section.

4-6-70

RED TO

RECEIVED
APR 3 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 4 - 1970
FOR FILING

F-331(3)
7498

March 4, 1970

Mr. R. H. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97301

Location/Design Approval
Knowles Creek Tunnel
Project F-331 (-)
Florence-Eugene Hwy. FAP 25
Lane County

Dear Sir:

In response to your letter of February 25, 1970 relative to the subject project, we are enclosing the following documents which contain the additional data you requested.

1. Mr. R. S. Hunter's Memorandum of October 4, 1965, Subject: "Bridges Needing Replacement."

2. Mr. G. D. Anderson's Memorandum of March 2, 1970, Subject: "Knowles Creek Tunnel."

You will note the enclosed documents indicate and support that the proposed project consisting of a reinforced concrete tunnel liner is the final stage construction of the complete relining of said tunnel. The first stage was the construction of a reinforced concrete sill, completed in April of 1966 by State forces as a minor betterment, to replace the rotten timber sills and provide necessary foundation for the new proposed reinforced concrete tunnel lining. In view of the fact the proposed project has been considered by the State as stage construction and a portion of said construction and a portion of said construction has been accomplished. We are of the opinion that clearinghouse review and comment is not required for this final stage and request your concurrence in said opinion.

We trust the information furnished in our letter of December 31, 1969 with the information furnished herewith will permit your location/design approval of the project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

cc: Forrest Cooper
R. L. Porter
F. E. Kinlow
D. J. Forbes
H. S. Orr
R. M. Chiara
E. L. Gilford

RNC:aw

RECEIVED
MAR 4 - 1970
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

F-331(-)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

7498

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: February 25, 1970

In reply refer to: 08-35.6

SUBJECT: Oregon Project F-331(-)
Knowles Creek Tunnel
Florence - Eugene Highway
FAP 25, Lane County

F. B. KLABOE
NOTED

We have no objection to your request for establishing location and design criteria for the subject project.

We would appreciate additional data on maintenance cost and the study which prompted your decision to line this tunnel.

orig to Young
copies to Hunter
Merchant } pl advise Young.

2-26-70

RECEIVED
FEB 26 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 5 - 1969
Jan 70
FOR FILING

December 31, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Knowles Creek Tunnel
Project F-331(-)
Florence-Eugene Hwy., FAP 25
Lane County

Dear Sir:

We hereby request your approval of the location/design criteria as set forth hereinafter for the proposed project to reline the Knowles Creek Tunnel facility on the Florence-Eugene Highway approximately 5.2 miles east of Napleton in Lane County.

The location/design criteria is as follows:

a. Location is the existing tunnel facility at Mile Point 19.54.

b. The design consists of a reinforced concrete lining.

The existing lining was constructed in 1955-56 of untreated timber and timber packing which has deteriorated to the extent it should be replaced by or reinforced with a concrete lining within the next year as it has reached a condition such that normal maintenance can no longer keep said lining in serviceable condition for a longer period.

A public hearing or the opportunity for a public hearing is not required for the proposed project under the provisions of paragraph 6c of PPM 20-8.

We trust the above information and data will suffice as a study report and allow your location/design approval of the project.

The description of the location/design for which we are requesting your approval is being published in the appropriate news media. A copy of the request to the news media is enclosed.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. W. Young
Program and Planning Engineer

Encl.

cc: Forrest Cooper
R. L. Porter
F. B. Klaboe
D. J. Barbee
H. S. Cox
R. N. Chase
B. L. Gifford

RNC:ia

I-5-4(69) Halsey Interch.-Lane Co. Line 1970
204 Sec., of Pac. Hwy., S. of Albany.
#7499 (Grad., pav., struc. & sign.) [redacted]

#74790

OREGON STATE HIGHWAY DIVISION

MATERIALS SECTION
SALEM, OREGON 97310

NOTED
H. S. COULTER

August 13, 1974

RECEIVED
AUG 14 1974
Office of
Assistant State Highway Engineer

Mr. Robert Gilsdorf
Sales - Special Products
Niedermeyer-Martin Co.
1727 N. E. 11th Ave.
Portland, OR 97212

Dear Mr. Gilsdorf:

Thank you for reminding me of our guardrail post problem by your telephone call of the 12th.

Part of the reason for my delay in responding to your letter of May 20 was lack of a suitable solution to the field portion of the problem. The rest of the delay was the result of being very busy with other problems.

As I indicated on the 12th, the Materials Laboratory had previously (November 22, 1972) accepted the responsibility for the cost of sorting and cleaning of acceptable posts returned to your yard with "Reject" markings. These markings prevented their sale to other buyers. However, at the time we agreed to paying this cost, there had been no discussion of the State having an obligation with respect to field charges. Had the field charges been brought up at that time through the prime contractors, more might have been accomplished toward the resolution of that part of the problem.

In my letter of November 22, 1972 I had stated that the posts and blocks should be separated into three piles: pile 1 fully conforming with the specifications, pile 2 conforming with the requirements of a price agreement, and pile 3 not meeting specifications. The State would pay the handling and cleaning costs of piles 1 and 2; Niedermeyer-Martin would pay the handling and cleaning costs of pile 3. No objection to this arrangement, arrived at by discussion with Messrs A. E. Johnson and C. T. Keasey, was raised by Niedermeyer-Martin. Subsequently, General Testing & Inspection Agency, Inc., in their memo of January 26, 1973 stated that 584 of 816 posts, or 71.56%, fully conformed with the specifications and 294 of 341 blocks, or 86.22%,

also conformed with the specifications. You calculated a weighted average of 75.88% of posts and blocks as meeting the specifications. (There was no "pile 2" since no price agreement was entered into.) The total cost of sorting and cleaning, labor and equipment, was $762.50 (adjusted from $900). Under the terms of my November 22, 1972 letter, the Materials Lab is responsible for 75.88% or $578.58 of this cost.

I realize that your company incurred some cost in removing "Reject" markings from posts and blocks which did not meet specifications in order to make them more salable to other purchasers. Under the terms of my November 22 letter the costs of handling and cleaning these items was to be borne by your company.

Our purchase order for $578.58 is enclosed.

Sincerely,

JOHN C. JENKINS
Engineer of Materials

JCJ:gs

cc: A. E. Johnson
H. S. Coulter
C. T. Keasey
E. J. Rief

Niedermeyer Martin

May 20, 1974.

Oregon State Highway Division,
Materials Section,
Salem, Oregon 97310.

RECEIVED
MAY 21 1974
MATERIALS DIVISION
OFFICE

Attention: Mr. John C. Jenkins,
Engineer of Materials.

Reference: Your letters of 2/11/74 and 5/15/74.

Dear Mr. Jenkins:

Please excuse the long delay in answering your letter of 2/11/74. I have been in a quandary for sometime as to what action to take concerning this most unfortunate situation, and have been unable to reach a viable solution.

The summation of responses listed in your letter of 2/11/74 do not show clear thinking on the part of your field personnel and also point out the problems regarding field inspection. I could go into a long dissertation refuting each of the responses of the field personnel, but at this time I do not think it would be wise.

The unrefutable facts concerning the rejected posts and blocks on Contract Nos. 7395, 7514 and 7539 are as follows:

1. 816 posts and 341 blocks were rejected in the field and returned to Pacific Wood Treating Corporation.
2. Certain costs (unverifiable by your personnel at this time) were incurred in the field in handling the rejected posts and blocks.
3. The rejected posts and blocks were reinspected by your personnel at Pacific Wood Treating Corporation, Ridgefield, Washington. The results of that inspection were summarized in General Testing & Inspection Agency, Inc. letter of 1/26/73. 75.88% of the posts and blocks rejected by your field personnel did conform to the specifications in existence at the time of their rejection.
4. The men from Pacific Wood Treating Corporation handled and cleaned the reject marks from the posts and blocks

Continued on Page #2.

RECEIVED
AUG 15 1974
Office of
Assistant State Highway Engineer

3 men at 16 man hours each = 48 hours @ $12.50 per hour	$600.00
1 Forklift operator 6-1/2 hours @ $25.00 per hour	162.50
	$762.50

Our Invoice No. 58485-RG-58 dated 7/13/73 corrected by our letter of 1/30/74 to read $2,279.61 can be broken into two distinct parts:

Part 1 - Jobsite Handling of rejected posts and blocks.	$1,517.11
Part 2 - Reinspection, handling and cleaning	762.50
	$2,279.61

By your letter of 2/11/74 you have agreed with Part 2 and made no allowance at all for Part 1. This is an illogical and unjustifiable position. Although at this late date there is no physical way to verify the time spent at each project to handle the rejected posts and blocks; obviously there was substantial time spent in unloading, spreading along the highway grade, and reloading of the posts and blocks incorrectly rejected by your field personnel. Of the material rejected by your personnel, we wish to emphasize that over 75% was in exact accordance with the specifications in existence at the time they were rejected.

In my letter of July 13, 1973, I asked you to note that we did not include in our invoice to the State of Oregon any additional trucking charges. As we had to freight the rejected material from three different geographical locations back to our plant and replace it, the additional trucking cost was substantial. We have only submitted an invoice to the State of Oregon for the man hours back-charged to us by the subcontractors and for our time in proving that the State of Oregon was wrong in making such a substantial rejection in the field.

We ask that the State of Oregon re-evaluate its unfair position and promptly remit full payment of our Invoice No. 58485 in the amount of $2,279.61.

Cordially,
NIEDERMEYER-MARTIN CO.,

By
Robert Gilsdorf,
Sales - Special Products.

RG/slp

OREGON STATE
HIGHWAY DIVISION

May 15, 1974

Mr. Robert Gilsdorf
Sales - Specimi Products
Niedermeyer-Martin Co.
1727 N. E. 11th Ave.
Portland, OR 97212

Dear Mr. Gilsdorf:

On February 11, 1974, I wrote you concerning alleged extra costs for handling, cleaning and inspection of guardrail on several Oregon highway contracts. In this letter I stated that our field personnel had disclaimed responsibility for rejections which may have occurred on the projects, these rejections having been for cause. I also stated that the Materials Section believed its responsibility for cleanup and regrading of posts was limited to $578.58 under the terms of my November 22, 1972 letter to you.

This matter has been on the books for a number of months. Have you determined how you would like to resolve it?

Sincerely,

JOHN C. JENKINS
Engineer of Materials

JCJ:gs

cc: H. S. Coulter

RECEIVED
MAY 16 1974
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

6-123

OREGON STATE HIGHWAY DIVISION

MATERIALS SECTION
SALEM, OREGON 97310

RECEIVED
FEB 12 1974
Office of
Assistant State Highway Engineer

February 11, 1974

Mr. Robert Gilsdorf
Sales - Special Products
Niedermeyer-Martin Co.
1727 N. E. 11th Ave.
Portland, OR 97212

Dear Mr. Gilsdorf:

Your letter of July 13, 1973 and modification dated January 30, 1974, relating to alleged extra costs for handling, cleaning and inspection of guardrail posts and blocks have been discussed with the engineers involved:

I. Contracts 7395, 7514 and 7539 - Mr. W. E. Schwartz
II. Contract 7697 - Mr. D. H. Haller, Jr.
III. Contract 7499 - Mr. G. Wimer
IV. Plant cleaning and inspection - Mr. E. J. Fief

The following is a summation of responses from each of these persons.

I. Contracts 7395, 7514 and 7539.

1. The field personnel cannot verify the time and equipment charges claimed by the subcontractor.
2. Field personnel plainly marked reject posts because they believed the subcontractor was moving posts from job to job in order to slip them past a field inspector.
3. The field personnel will not accept any costs incurred in moving posts from the La Grande stockpile to a job to Ridgefield and back to La Grande because the posts were not handled in accordance with the agreement with the subcontractors and supplier.
4. Posts rejected in the field were rejected for adequate cause.
5. The claim is not justified and not documentable.

II. Contract 7697

1. 630 posts were delivered whereas only 529 posts were required.

NOTED
H.S.COULTER
K

2. Of 69 posts rejected for checks, shakes and splits, 48 had splits through the bolt hole and could have been salvaged by bolting as provided by the specification but the subcontractor declined.

3. 6 posts were rejected due to unloading damage; 1 was rejected for lack of bolt hole; 9 were rejected because of construction damage.

4. 550 blocks were received, of which 21 were surplus, but there were no rejections because the blocks were sorted before loading.

5. The subcontractor's claim of 24 manhours to handle 110 posts is excessive, and not justified as a cost to the State in view of rejections for cause.

III. Contract 7499

1. Equipment and labor charges claimed by the subcontractor cannot be verified by the field personnel.

2. A price agreement to reduce specification requirements for posts was discussed but never signed.

3. Inspection of rejected posts by John Jenkins and Ed Rief on August 28, 1972 on the project confirmed that rejections were justified. Subsequent rejections were on the same basis by the same field personnel.

IV. Plant Cleaning & Inspection

1. Fork lift and operator hours are in error. Should be only 6½ hours, not 12.

I would like to add the following general comments:

a) The proposed reduced specifications did not apply to any of these projects because no price agreements were entered into.

b) The normal procedure for subcontractor claims is to submit them through the prime contractor to the project engineer. This was apparently not done on any of these projects and a claim at this date (or on July 13, 1973) would seem to be ruled out because the projects were accepted in the Spring of 1973.

c) My letter to you, dated November 22, 1972 dealt only with the sorting and cleaning of posts in the yard at Ridgefield.

d) My letter stated that posts should be separated into 3 piles, pile 1 being those which conformed with the standard specifications, pile 2 being those which conformed with the modified specification, and pile 3 being all others. The State was to pay the cleaning and handling costs of piles 1 and 2. Since no agreement was reached to purchase under a modified specification, only pile 1 met the specifications and might be eligible for payment.

a) My letter of November 22 anticipated that the regrading of posts would be by your personnel with spot checks by personnel from Ed Rief's office, and perhaps by grading association personnel, upon completion of the sorting. The statement from General Testing & Inspection dated January 26, 1973 would imply that the cleaning and regrading was performed by them, probably at significantly higher cost.

The revised General Testing statement, based on your January 30, 1974 letter, should read:

3 men 16 hours each - 48 manhours @ $12.50 hr.	=	$ 600.00
1 fork lift and operator 6½ hours @ $25.00/hr.	=	$ 162.50
		$ 762.50

75.88% of this amount would be $ 578.58.

It is my opinion that under the terms of my November 22, 1972 letter this is all the payment that this office is responsible for. If you still feel that additional money is due you I can only suggest that the normal claims route be investigated further.

Very truly yours,

JOHN C. JENKINS
Engineer of Materials

JCJ:gs

cc: A. E. Johnson
H. S. Coulter
C. T. Keasey
E. L. Hardt
C. O. Fredrickson
W. E. Schwartz
E. J. Rief

FORM E-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 3, 1973

SUBJECT: Niedermeyer-Martin Co.
Guardrail Posts

To:

Mr. C. O. Fredrickson
Regional Engineer
P. O. Box 30
Salem, Oregon 97310

We have received the enclosed letters and invoice relating to the cost of handling, cleaning and reinspecting guardrail posts and blocks from a number of projects in 1972, including:

Halsey Interchange, Contract 7499

We have been unable to make much headway on checking this claim, including, of course, verifying time and equipment charges on the projects involved. Any assistance your office can provide will be greatly appreciated.

JOHN C. JENKINS
Engineer of Materials & Research

JCJ:go

cc: A. E. Johnson
H. S. Coulter
C. T. Keasey

SP 52479-734

FORM E-30 (REV. 10-69)

NOTED
H. S. COULTER

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 3, 1973

SUBJECT: Niedermeyer-Martin Co.
Guardrail Posts

To:

Mr. A. E. Johnson
Deputy State Highway Engineer
O F F I C E

We have received the enclosed letters and invoice relating to the cost of handling, cleaning and reinspecting guardrail posts and blocks from a number of projects in 1972, including:

Bubbs Ranch, Contract 7395
Richland Interchange, Contract 7539
Powder River, Contract 7514
Halsey Interchange, Contract 7499
N.W. 185th Ave., Contract 7697

Refer to my letter to Mr. Gilsdorf dated November 22, 1972 in which, after discussion with you and Mr. Keasey, I indicated that the State would pay for cleaning and handling of improperly marked posts in Niedermeyer-Martin's yard at Pacific Wood Treating, Ridgefield. This letter did not mention the State's involvement in backcharges by the guardrail contractors, nor charges by an outside inspection agency for reinspection (it is not clear at this point whose people performed the sorting, cleaning and regrading in the yard).

We are attempting to determine the truth of time and equipment statements submitted by the guardrail contractors and will obtain information from Ed Rief on the time and equipment charges for work at the plant.

Should this invoice be paid direct to Niedermeyer-Martin, assuming it is correct, or should each segment be handled through the appropriate prime contractor?

RECEIVED
STATE HWY ENGR
AUG 6 '73
REFER TO
FOR
Info | Invest | Rud | Dir | Sign | Ltr | File

JOHN C. JENKINS
Engineer of Materials & Research

JCJ:go

cc: C. T. Keasey
L. W. Rulien
C. O. Fredrickson
W. E. Schwartz
E. J. Rief
H. S. Coulter

RECEIVED
AUG 7 1973
Office of
Assistant State Highway Engineer

NOTED
A. E. JOHNSON

SP*52470-734

Niedermeyer Martin

July 13, 1973.

State of Oregon,
Oregon State Highway Division,
Materials Section,
Salem, Oregon 97310.

Attention: Mr. John C. Jenkins,
Engineer of Materials and Research.

Reference: Our various correspondence regarding rejected guard rail posts and blocks (our letter of November 16, 1972, your letter of November 22, 1972, and our letter of December 1, 1972.)

Dear Mr. Jenkins:

Attached you will find a copy of General Testing & Inspection Agency, Inc.'s Report dated January 26, 1973, on the rejected guard rail posts and blocks returned to Pacific Wood Treating Corporation, Ridgefield, Washington. Also attached you will find a copy of the backcharge statements from Coral Corporation and Hoaglin Construction Co. covering field handling costs for separating, removing, and stockpiling rejected material. Also enclosed you will find our Invoice No. 58485-RG-58 in the amount of $2,383.95 to the State of Oregon, State Highway Division, covering your portion of the cost involved in this unfortunate situation. You will note that we have not included the trucking charges to return the rejected posts and blocks to Ridgefield, Washington as it is almost impossible to isolate these costs.

In reference to Hoaglin Construction Co's claim letter of October 26, 1972, we have only included in the backcharge statement to the State of Oregon Points No. 1, 2, 3, 4, 5, and 6 and the time charges in Point No. 8 only. Their backcharge for the cost of the posts and blocks returned is not part of this statement.

In reference to Coral Corporation's Invoice No. 572 dated November 7, 1972, we have only included Points A and B. The balance of their backcharge statement does not refer to the reject post problem with the State of Oregon.

Of the rejected guard rail posts and blocks returned from the referenced jobs, 403 posts and 874 blocks were returned to the La Grande stockpile without any further handling on our part. This left 816 posts and 341 blocks to inspect at Pacific Wood Treating Corporation. This stock was inspected by your representatives along with Mr. Oddvar Nass from General Testing & Inspection Agency, Inc. As you can see from the report, 71.56%

(Continued on Page No. 2)

RECEIVED
JUL 16 1973
MATERIALS DIVISION

Niedermeyer-Martin Co. 1727 N.E. 11th Ave. Portland, Oregon 97212 503/287-2411 Telex 36-0617 Cable/Niedo

of the posts and 86.22% of the blocks met the existing requirements of the Oregon State Highway Department specifications. By using the weighted average method, we have come up with an average of 75.88% of the material met the State of Oregon Highway Department specifications. We have, therefore, invoiced the State of Oregon for 75.88% of the field costs on the part of Hoaglin Construction Co. and Coral Corporation for handling rejected posts and blocks.

We have also invoiced the State of Oregon for 75.88% of the man hours spent at Pacific Wood Treating Corporation to inspect and remove the reject marks from the posts and blocks.

The attached invoice in no way truly reflects the total cost involved concerning the unfortunate problems that occured at the various jobsites last Summer, Fall, and Winter. As the State of Oregon's field inspectors were incorrect in rejecting as many posts as they did, we feel that the attached invoice is a legitimate and fair backcharge to the State of Oregon and prompt payment should be made.

Thank you.

Cordially,

NIEDERMEYER-MARTIN CO.,

By
Robert Gilsdorf,
Sales - Special Products.

RG:cp
Enc.

Copies to A E Johnson
H S Coulter
C T Kearney
L W Rubick
C O Fredrickson
W F Schmidt

GENERAL TESTING & INSPECTION AGENCY, INC.

P.O. BOX 17246 • 2015-19 N. KILPATRICK, PORTLAND, OREGON 97217 • AREA CODE 503 - 285-3631

P.O. BOX 876, HEALDSBURG, CALIFORNIA 95448 AREA CODE 707 - 433-4787

P. O. BOX 53, ALTA LOMA, CALIFORNIA 91701 AREA CODE 714 - 987-1232

TO: Bob Gilsdorf
FROM: Odd Nass
SUBJECT: Returned Guardrail Posts and Blocks
DATE: January 26, 1973

After careful inspection of each post and block and removal of all objectionable markings, our findings are as follows:

8x8 - 6'

Posts - which conform to current specification (Pile #1)	584	=	71.56%
Posts - which conform to modified specification (Pile #2)	155	=	19.00%
Posts - which do not conform to specification (Pile #3)	77	=	9.44%
TOTAL	816		100.00%

8x8 - 14"

Blocks - which conform to specification (Pile #1)	294	=	86.22%
Blocks - which do not conform to specification (Pile #3)	47	=	13.78%
TOTAL	341		100.00%

Time required to inspect and clean posts and block:

Three men 16 hrs. each = 48 man hrs. @ $12.50/hr. = $600.00

One fork lift & operator 12 hrs. @ $25.00/hr. = $300.00

RECEIVED
JUL 16 1973
MATERIALS DIVISION
OFFICE

November 22, 1972

Mr. Robert Gilsdorf
Sales - Special Products
Niedermayer - Martin Company
1727 N. E. 11th Avenue
Portland, Oregon 97212

Dear Mr. Gilsdorf:

Thankyou for your resume of guardrail post problems currently awaiting resolution. I have discussed the probable solution to these problems with Messrs. A. E. Johnson and Carroll T. Keasey and the following is the position we have taken.

There have been a number of guardrail posts returned to the plant at Ridgefield with various forms of obvious reject marks made on them. Some of these posts you contend are fully within our specifications. All of them you say have been reduced in value by reason of the marking applied to them. Some of these posts are from the storage at LaGrande which had been borrowed to complete orders, only to be rejected and sent to Ridgefield.

First, all posts in storage at LaGrande received only plant inspection by Ed Nief's personnel prior to being put into storage. Therefore, there were probably the usual 1 or 2 percent rejects in this material, which normally would have been weeded out had the bundles been opened on the project site last fall. Since these rejects were not removed last fall, and since the posts have continued to weather over the last year, when these posts were put into service this fall a greater number of rejects would be expected. These posts are expected to comply with the current specifications for the projects on which they will be used, but all posts failing to meet the specifications should be returned to the storage area at LaGrande, not returned to the plant at Ridgefield.

The number of posts and blocks from LaGrande storage which will have to be replaced by you, when post stock is again available, is the total number borrowed, less those returned to LaGrande as rejects.

note to Nief asks him to keep eye on costs of cleaning & sorting, also keep an eye on LaGrande storage posts returned.

Therefore, the first item of business at Ridgefield is to separate all those posts which should have been returned to LaGrande. The posts remaining should then be examined by your quality control people and separated into three piles, and at the same time the reject markings should be removed by wire brushing or scraping or other means.

Pile 1 should include all those posts or blocks which conform in all respects to the current specifications.

Pile 2 should include all those posts or blocks which could be purchased at a reduced price on the same basis as the price agreement written for the Halsey Interchange-Lane County Line project, i.e., the depth of single or opposite checks in post tops is permitted to increase to the point that only 2 inches of sound wood remains between check bottoms; post bottoms will be viewed more leniently; otherwise the post is to conform to the specifications.

Pile 3 should include all posts not acceptable for full price or on price agreement.

The State will pay the costs of cleaning and handling associated with piles 1 and 2. Wiedemeyer-Martin will pay cleaning and handling costs associated with pile 3.

Upon completion of sorting and cleaning of piles 1 and 2, personnel from Ed Rief's office will spot check piles 1 and 2 to determine agreement with the plant quality control decisions as to pile assignment.

The Project Engineer has the responsibility of determining that material incorporated into his project meets specifications. The Region Office works with him in accomplishing this goal. The Construction Section, and to some extent the Materials Section, works with the Region and Project personnel on an advisory basis to see that the Project Engineer and his people are properly trained. To this end the Construction Section sponsors annual Resident Engineer/Inspector seminars in the several regions of the Highway Division. A series of these seminars is planned for this winter, probably January. Mr. Chet Dewan of Western Wood Products Association has offered to supply personnel to conduct training courses on guardrail post grading at these seminars. In the meantime we will take such steps as are possible to see that the field inspectors know how to interpret the grading rules.

We would welcome an opinion from a lumber grading association as to the true nature of the "defects" which caused rejection. Since in almost all cases the "defects" are of a type which would be altered with age (checks), the reinspection would have to be informal, since Section 300(b) of Rules No. 16 and Section 5.31 of the WWPA rules

indicate the characteristics changed by time may not be made the basis of a formal reinspection. Perhaps you can arrange for such a consultation with Ed Rief in the plant at the time of his re-evaluation after the posts are cleaned and sorted. If you wish to arrange similar consultations with the personnel on the North Powder, Baldock and Richland Interchange projects concerning the rejected posts which are still located at the project site, I suspect you could make such arrangements through the Region Engineer, Mr. W. E. Schwartz, in LaGrande.

A recent directive issued by Mr. C. T. Keesey, Construction Engineer, has instructed field personnel to stop painting the word "Reject" on posts. Instead, rejected posts are to be identified by pounding out with a ball peen hammer the "(S)" stamp put on the top of the post at the plant by Ed Rief's people and marking this obliteration with a small "X" made with crayon.

I hope these provisions will resolve the problems which have plagued us since mid-summer.

Very truly yours,

GEORGE H. BALDWIN
Administrator of Highways

By

JOHN C. JENKINS
Engineer of Materials & Research

JCJ:eb

cc: A. E. Johnson
C. T. Keesey
J. B. Boyd
W. E. Schwartz
E. J. Rief

Coral Corporation

135 E. HEREFORD STREET
GLADSTONE, OREGON 97027

Phone: (503) 656-0661

572

DATE 11/7/72

Factory No. Salesman

Customer's Order No.

TERMS

F.O.B.

DATE SHIPPED

SHIPPED VIA

SOLD TO

Niedermeyer-Martin Company
1727 N.E. 11th Avenue
Portland, OR. 97212

ATTENTION: BOB GILSDORF

Shipped To

QUANTITY ORDERED	QUANTITY SHIPPED	DESCRIPTION	UNIT PRICE	AMOUNT
		Summary of backcharges - see attached sheets for detail		
		Halsey Interchange		$ 883.58
		Powder River		363.76
		Alder Creek		1,012.68
		Randle-Yakima		1,108.59
				3,368.61
		Less unearned cash discounts		512.32
		Total now due		$2,856.29

The goods specified herein were produced in compliance with the requirements of the Fair Labor Standards Act of 1938 as amended.

BATTLE CHICAGO 60914

Niedermeyer-Martin Company

Backcharge covering:

A. Separating, removing and stockpiling rejected guardrail posts and lost time waiting for material to be shipped to the jobsite at Halsey Interchange on 8/16/72, 8/22/72, 8/24/72, 8/25/72, 10/2/72, 10/3/72 and 10/4/72:

Labor	Hours	Rate	Amount	
Operator foreman	21.5	$8.74	$187.91	
Supervisor	12	8.26	99.12	
Oiler	6	7.68	46.08	
Laborer	25.5	6.35	161.92	$495.03
Taxes and insurance				74.25
Equipment				
3/4 ton pickup	25.5	3.10		79.05
Texoma - 3 3/4" kellybar	6	20.00		120.00
				768.33
Overhead 15%				115.25
		Total Halsey Interchange		$883.58

B. Same as above re Powder River on 9/29/72, 10/4/72, 10/10/72 and 10/11/72:

Operator foreman	10	8.74	87.40	
Supervisor	3	8.26	24.78	
Oiler	2	7.68	15.36	
Laborer	15	6.35	95.24	$222.79
Taxes and insurance				33.42
3/4 ton pickup	3	3.10	9.30	
2 ton flatbed	5	4.00	20.00	
Punch - 3 3/4" kellybar	2	15.40	30.80	50.10
				316.31
Overhead 15%				47.45
		Total Powder River		$363.76

C. Difference is cost of 348 - 8" x 8" x 6' Oregon treated wood posts between agreed price of $5.14 ea. and J.H. Bater price of $8.05 ea. for Alder Creek job.

384 x $2.91 $1,012.68

D. Time lost while crew waited for delivery of posts promised on 10/23/72, 10/24/72 and 10/25/72 re Randle-Yakima job. Posts were delivered at 1:00 P.M. on 10/25/72:

Labor		Hours	Rate	Amount	
Operator foreman	(1)	42	8.74	367.08	
Laborer	(1)	21	6.35	133.35	$500.43
Taxes and insurance					75.06
3/4 ton pickup	(1)	21	3.10	65.10	
Auger/driver w 3 3/4" kellybar	(1)	21	15.40	323.40	388.50
					963.99
Overhead 15%					144.60
					$1,108.59

(1) Includes movement of equipment in and out of jobsite and idle time on equipment.

PHONE [illegible]
[illegible] EAST [illegible] AVENUE

Coral Corporation

P. O. BOX 256
GLADSTONE, OREGON 97027

November 7, 1972

Niedermeyer-Martin Company
1727 N.E. 11th Avenue
Portland, OR. 97212

ATTENTION: BOB GILSDORF

Dear Bob:

I want to extend my appreciation for the approach you took last Friday to help us with some of our Oregon post problems. You can be sure we will make every attempt possible to assist you in resolving the matter with the State of Oregon in the future.

Since we discussed a number of mutual problems, I think a summary of the results of our meeting is in order:

Cash discounts:

You indicated, as supported by a schedule of unearned discounts and outstanding invoices, that Coral had taken $512.32 of discounts in error. Although we consistently did not receive the invoices for 3 to 5 days from the indicated mailing date I cannot quibble with your allegation. We have therefore given you a credit for this amount against our invoice (copy attached). In addition we established that all material would be sold to Coral Corporation under terms of 2% discount if paid by the 10th (prox.) of the month following the date of receipt of the material.

Down time and handling costs:

We agreed that Niedermeyer-Martin Company would reimburse Coral Corporation for time lost due to failure to deliver material when specified by Niedermeyer. In addition, costs incurred by Coral in handling rejected materials would also be reimbursed. Enclosed is a copy of our invoice covering these amounts, which is detailed by contract.

Excess acquisition costs:

Coral is to be reimbursed for the difference in cost between that previously agreed with Niedermeyer ($5.14 per post) and that incurred by Coral in acquiring the material from J.H. Baxter at $8.05 per post. This material consisted of 348 posts used at our Alder Creek job. This amount is also included in our invoice.

The number of posts shipped to and rejected at Halsey and Powder River is apparently somewhat of an enigma at this point. When we can get all the billings together on these jobs we will attempt to relate the number of posts billed to the number installed on the job according to our field reports and billing records.

There were a number of past due invoices on the unearned discount recap. Invoices 55112 and 55184 are in the Swamp Creek problem re. Shaffer Engineering & Construction Company. We have filed a lien against their bond on November 3, 1972. We have previously paid a number of invoices on this job. Invoices 55377 and 55666 were being held pending a final agreement on the problems at our Halsey Interchange job.

Since the State of Oregon is holding back funds on our Halsey job equivalent to the value of posts taken from their stockpile in La Grande the discount period should begin on the shipment when we are billed. I understand that you will bill us for the posts after you have replaced those taken from the State stockpile.

I think I have covered everything that we discussed and agreed upon. If you have any additional comments, please give me a call.

Very truly yours,

Lawrence E. Bosworth, C.P.A.
Controller

LEB/sls

Niedermeyer
Martin

Niedermeyer-Martin Co. 1727 N.E. Eleventh Ave., Portland, Oregon 97212 · 503/287-2411. Telex No. [redacted]. Cable/NIEDO

SOLD TO
State of Oregon,
Oregon State Highway Division,
Materials Section,
Salem, Oregon 97310.

INVOICE NO 58485-RG-58[redacted]36-0617

SHIP TO (SAME AS SOLD TO UNLESS NOTED)

Remittances must be made in funds bankable at par in Portland. If remittance is made in local checks, exchange will be charged to your account. Drafts on New York, Chicago or San Francisco will be accepted at par. Interest at 6% after maturity. All claims must be made within five days from receipt of shipment, and accompanied by original receipted freight bill. If claim be made account of grade, stock must be held intact until claim has been satisfactorily adjusted. Shortage claims must be supported by affidavit, showing complete piece tally of car as unloaded, also copy of notification of shortage to Railroad Agent and car seal record. Damage claims must be accompanied by written statement of Railroad Agent.

YOUR ORDER NO.	OUR ORDER NO.	TERMS OF PAYMENT	DATE
		Net 30 Days	07/13/73
SOLD F O B.		ROUTE VIA	CAR NO.

THIS INVOICE IN THE AMOUNT OF $2,383.95 IS ISSUED PER ATTACHED LETTER DATED 7/13/73.

TOTAL AMOUNT OF THIS INVOICE $2,383.95

RECEIVED
JUL 16 1973
MATERIALS DIVISION
OFFICE

dkm

ORIGINAL

VERN HOAGLIN CONSTRUCTION CO., INC.

P.O. Box 537, Corvallis, Oregon 97339
(503) 643-3143

October 26, 1972

Niedermeyer-Martin Co.
1727 N.E. Eleventh Ave.
Portland, Oregon 97212

Attention: Bob Gilsdorf

RE: Backcharges

Gentlemen:

The following is a breakdown of backcharges which we have discussed in prior weeks and months relating to defective material.

X (1) August 22, 1972 - Contract 7395 - Bubbs Ranch
Sorted and hauled rejected posts.

1 laborer	4 hours @ $8.83	$ 35.32 ✓	
1 operator	4 hours @ $11.48	45.92 ✓	
1 teamster	4 hours @ $9.73	38.92 ✓	
2 ton truck	4 hours @ $4.60	18.40 ✓	$ 138.56 ✓

X (2) August 24, 1972 - Contract 7395 - Bubbs Ranch
Sorted and hauled rejected posts.

1 operator	2½ hours @ $11.48	28.70 ✓	
1 teamster	2½ hours @ $ 9.73	24.32 ✓	
2 ton truck	2½ hours @ $ 4.60	11.50 ✓	64.52 ✓

X (3) August 28, 1972 - Contract 7395 - Bubbs Ranch
Sorted and hauled rejected posts.

1 operator	6 hours @ $11.48	68.88 ✓	
1 teamster	6 hours @ $ 9.73	58.38 ✓	
2 ton truck	6 hours @ $ 4.60	27.60 ✓	154.86 ✓

VERN HOAGLIN CONSTRUCTION CO., INC.

P.O. [illegible] [illegible] [illegible]
[illegible] 642-3143

X (4) August 29, 1972 - Contract 7395 - Bubbs Ranch
Sorted and hauled rejected posts.

1 operator	6 hours @ $11.48	68.88 ✓	
1 teamster	6 hours @ $ 9.73	58.38 ✓	
2 ton truck	6 hours @ $ 4.60	27.60 ✓	154.86 ✓

X (5) September 7, 1972 - Contract 7395 - Bubbs Ranch
Sorted and hauled rejected posts and blocks.

1 operator	3 hours @ $11.48	34.44 ✓	
1 teamster	3 hours @ $ 9.73	29.19 ✓	
1 laborer	3 hours @ $ 8.83	26.49 ✓	
2 ton truck	3 hours @ $ 4.60	13.80 ✓	103.92 ✓

X (6) September 11, 1972 - Contract 7539 - Richland Interchange
Sorting and stacking rejected posts.

1 operator	3 hours @ $11.48	34.44 ✓	
1 laborer	3 hours @ $ 8.83	26.49 ✓	60.93 ✓

(7) Shipment dated August 16, 1972 your shipment number 26128-RG for Contract 7539 - Richland Interchange the following materials were rejected by the Oregon State Highway Department:

Posts	300 @ $6.90 EA	2,070.00 ✓	
Blocks	103 @ $1.55 EA	159.65 ✓	2,229.65 ✓

X (8) Shipment dated August 23, 1972 your order no. 26228-RG for contract 7697 - N.W. 185th Ave. the following materials were rejected by the Oregon State Highway Department and were returned.

Posts	110 @ $6.[illegible]	[illegible] ✓	
1 operator	6 hours @ $11.48	68.88 ✓	
1 teamster	6 hours @ $ 9.73	58.38 ✓	
2 labors	12 hours @ $ 8.83	105.96 ✓	
Lowboy	6 hours @ $13.92	83.52 ✓	1,042.74 ✓

$16.94

VERN HOAGLIN CONSTRUCTION CO., INC

P.O. Box [illegible], Cornelius, Oregon 97113

(503) 640-3143

(9) August 18, 1972 Returned to Niedermeyer-Martin Co. rejected posts and blocks from Hoaglin Construction Cornelius yard.

Posts	167 @ $5.90 Ea	985.30 ✓	
Blocks	199 @ $1.30 Ea	258.70 ✓	1,244.00 ✓

(10) Sorted and hauled the above posts and blocks.

1 operator	8 hours @ $11.48	91.84 ✓	
1 teamster	11 hours @ $ 9.73	107.03 ✓	
Transport	5 hours @ $13.92	69.60 ✓	268.47 ✓

NO!

X (11) Enclosed is an invoice previously sent for materials you could not supply. 0-32413 Eq 707.40

TOTAL AMOUNT OF BACKCHARGES $ 6,169.91

MEMO: Total quantity on rejected posts and blocks for Contract 7395 - Hubbs Ranch will follow later.

Yours truly,

VERN HOAGLIN CONSTRUCTION CO., INC.

Robert Weng

Rw/ab

7499

July 29, 1974

United Pacific Insurance Co.
Fidelity & Surety Department
P.O. Box 1216
Tacoma, WA 98401

Gentlemen:

A second post-final payment for $2,857.81 will be made to Wildish Construction Co. on Contract No. 7499 for work on the Halsey Interchange-Linn County Line Section of the Pacific Highway in Linn County as soon as the warrant is prepared.

The total amount paid on this contract will be $4,168,467.89 including the second post-final payment. Of the total $83,192.68 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sw

cc: Wildish Construction Co.
P. O. Box 1106
Eugene, OR 97401

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

7499

June 21, 1974

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

A post-final payment for $4,800 will be made to Wildish Construction Co. on Contract No. 7499 for work on the Halsey Interchange-Lane County Line Section of the Pacific Highway in Linn County as soon as the warrant is prepared.

The total amount paid on this contract will be $4,165,690.68 including the post-final payment. Of the total $83,192.68 is for force account work.

Very truly yours,

C. W. Reed
COMMISSION SERVICES

rw

cc: Wildish Construction Co.
P. O. Box 1106
Eugene, OR 97401

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

7499

May 31, 1974

Wildish Construction Company
P. O. Box 1106
Eugene, OR 97401

Gentlemen:

Re: Halsey Interchange-Lane Co. Line
Contract No. 7499

Your second request for time extension has been carefully considered. We now have the concurrence of FHWA in an additional 16 days extension which is hereby granted. This leaves only six days liquidated damages in effect.

We regard the possible adjustment of railroad protective charges as a separate matter which should be considered on its own merits. The Region II Engineer, or his representative, will contact you for further discussion of that item.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson

H. S. Coulter
C. T. Keasey
V. L. Gallagher
C. O. Fredrickson
V. E. Skoog

JAB:fr cm

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 6, 1974

FILE: 01

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant Highway Engineer

SUBJECT: Halsey Interchange-Lane County Line
Contract No. 7499
Second Request for Time Extension

This project was completed November 28 with 66 days liquidated damages. Subsequently a 45-day extension was granted with the concurrence of FHWA. This is the amount of time recommended to FHWA, so they concurred in exactly what we recommended then. The contractor, Wildish Construction Company, has since pursued additional extension which would delete the 21 days still remaining. This is presented in their December 5, 1973 letter to the Region II Office. Further review by the Assistant Resident Engineer and the Assistant Region Engineer covered in their January 23 and February 5 reports are attached.

The main item involved here is the added deck sealing and overlay on the S.P. Railroad O'xing structure (P.A. 25 and E.W.O.s 7 and 8). The first extension allowed 24 days on this reason. After the further review and discussion with the contractor, the Resident Engineer now recommends 5 more days for this work and the Region recommendation is for 16 more days.

The Region recommendation focuses on the time from August 22 through October 5 or 40 days (excluding a 4 day stop work order over Labor Day weekend when time was not counted). There is some logic to the Region recommendation which amounts to 16 days additional on this reason (since 24 has already been granted). There was probably some seasonal impact in delaying the remaining work, paving and other work, on later into the fall because of the schedule disruption in late August and September. I would concur in the Region recommendation and suggest their report along with that of the Resident Engineer and the contractor's request be forwarded to FHWA for their consideration. When the time request is acted upon, we will then pursue the adjustment of railroad protective charges separately.

Rough draft letter for this purpose is attached.

JAB:fr

Att.

cc: V. L. Gallagher

RECEIVED
MAY 6 1974
Office of
Assistant State Highway Engineer

NOTED
H. S. COULTER

7499

Form FHWA 121 (Rev. 6/73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: May 23, 1974

In reply refer to: 10-41-B2

SUBJECT: Oregon Project I-5-4(69)204
Halsey Interchange-Lane County Line
Time Extension Request

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attn: Mr. H. S. Coulter, Assistant State Highway Engineer

We have reviewed your May 7, 1974 letter concerning the additional time extension request by the contractor. We had previously approved an extension of 45 days leaving 21 days of liquidated damages. The contractor has furnished additional information and has requested a 21 day extension of time.

Your review and analysis has shown that consideration should have been given to the delay caused by the placement of the deck seal at the Southern Pacific overcrossing structure. This work delayed the subsequent contract items and using the actual completion time of these items the time could be extended by the recommended 16 days. We therefore concur with your recommendation.

for G. L. Green

NOTED
H.S.COULTER

RECEIVED
MAY 29 1974
Office of
Assistant State Highway Engineer

5-29-74
cy Kaseg
Shirley
Gallagher

RECEIVED
STATE HWY ENGR
MAY 28 '74
REFER TO
Coulter
FOR
Engr | Spec | E.O. | D.R. | Sign | Fact | Files

7499

F. B. Klaboe
A. E. Johnson
C. T. Keasey
A. Shirley, Jr.
V. L. Gallagher

May 7, 1974

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM
H. S. Coulter
Assistant State Highway Engineer

SUBJECT Second Request for Time Extension
Halsey Interchange-Lane County Line
Contract No. 7499, FAP No. I-5-4(69)204

This project was completed November 28, 1972, with 66 days of liquidated damages. A 45-day extension was subsequently granted with your concurrence. In a December 5, 1973 letter to our Region office, the contractor, Wildish Construction Company, pursued additional extension which would delete the 21 days remaining. Further review by the Assistant Resident Engineer and the Assistant Regional Engineer covered in January 23 and February 5 reports are attached.

The principal item involved is the added deck sealing and overlay on the S. P. Railroad Overcrossing structure (Price Agreement 25 and Extra Work Orders 7 and 8). The first extension allowed 24 days for this reason.

This focuses on the time from August 22 through October 5, or 40 days (excluding a four-day stop work order over Labor Day weekend when time was not counted). There is basis to consider 16 additional days for this reason (24 have already been granted). There was probably some seasonal impact in delaying the remaining paving and other work later into fall because of the schedule disruption in late August and September.

Your concurrence is requested in an additional extension of 16 days.

Att.

JAB:fr ia

FORM 81.734.3030

Routing

/ Keasey RECEIVED Scofield

OREGON STATE HIGHWAY DIVISION FILE: 622-1998

INTER-OFFICE CORRESPONDENCE FEB 6 1974 Berg

Salem, Oregon Lordi

February 5, 1974 CONSTRUCTION

Walker SECTION

FROM: Gerald Wimer
REGION CONSTRUCTION ENGINEER

TO: C. T. Keasey
CONSTRUCTION ENGINEER

SUBJECT: Time & Claim Settlement
Halsey Interchange
Lane County Line
Pacific Interstate Highway

Norman E. and Jim Wildish met with acting Resident Engineer, Ron Busey and I, Thursday, November 29. Prior to the meeting I was of the opinion no further time or claims could be approved. They verbally furnished information that changed my opinion.

To settle, they asked for release of the $6,300.00 liquidated damages and $2,500.17 railroad protective costs. See Mr. N. E. Wildish's attached December 5, 1973, letter. Also Mr. Busey's attached January 23, 1974, letter of reanalysis.

The easiest to accept is the railroad protective costs. These costs were directly related to the rock embankment. That item was grossly overrun under PA #15. Had the protective cost overrun been anticipated at the time of negotiating PA #15, arrangements would have been made topay a proportionate over-run. That should still be done and is recommended as a "carrot" for final settlement of all claims.

Mr. Busey has computed our fair share of these added protective costs based on "gross" rather than "net" rock embankment quantities as Mr. Wildish did. Mr. Busey finds we should pay another $1,973.00. This leaves the contractor $884.80 to pay.

We will undoubtedly be unable to secure a signed PA in this amount "waiving all other claims" until the time question is resolved. That is, unless any additional adjustment for time, is contained in the same PA.

I'm now of the opinion some additional time is appropriate. Although Mr. Wildish went clear through the entire list again, and so did Mr. Busey in his review, there are two main elements:

1. Weather is not a basis for time extension. However, you must sympathize with the summer weather.

Month	Mean	1971	1972
June	1.32	3.10	1.91
July	0.26	T	0.02
August	0.62	1.33	1.70
September	1.32	3.04	2.71
TOTAL	3.52	7.47	6.34

RECEIVED
John Bond

These are the normal grading months. Rainfall was approximately double the mean rainfall. Grading was not able to commence until July 8, 1971. These facts make me want to recommend this reason as extraordinary. However, these facts are offset by the approximate110,000 c.y. underrun compared to the 605,800 c.y. bid.

2. Bond Butte Railroad Structure Overlay, according to Mr. Wildish, controlled the finishing of this project particularly guard rail and related items. On review, he, to a degree, is right.

   Mr. Busey now justifies an additional 5 days, or 29 for this reason and a total of 50.

   I compute this slightly different than either. Mr. Busey indicates without the deck seal southbound would have been complete at the structure where nearly half of the guard rail is located, August 22. The north end of the northbound was done earlier. Using that date in comparison with the actual October 5 paving completion in the area, yields 44 days. After subtracting the 4 day Labor Day suspension of work order, 40 days can be recommended for the effect of sealing this structure.

   Accepting, as we must, the 21 other days recommended by your office and adding the above 40, the new total recommended by the undersigned is 61. This leaves 5 days or $1,500 liquidated damages.

Oct 5 = Thursday

= 16 more.

GW/ek
cc: Ron Busey: On review, your graphical presentation is excellent. It was appreciated. Accept my token of thankfull recognition.

Attachs.

FORM E-10

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

REGION 2 ENGINEER
RECEIVED
JAN 23 1974
RE | RCE | RME | RTE | ROE
ULE | CEO | TA | FILE

DATE January 23, 1974

TO C. O. Fredrickson
Region Engineer
Attn: G. W. Wimer
Region Construction Engineer

FROM Ronald V. Busey
Ronald V. Busey
Asst. Resident Engineer

SUBJECT Request for Time Extension
Halsey Inter. - Lane County Line
Pacific Highway
Linn County
Contract No. 7499

Pursuant your December 11, 1973 letter and Wildish Construction Company's letter dated December 5, 1973, I have reviewed each of the items claimed in the Wildish Company's original request.

Item #1 - Weather

I cannot recommend any change in my original position on the rainfall. It does not meet the conditions of sections 108.08 (b) and 101.02 (Acts of God) in the Standard Specifications.

Item #2 - Hauling across the Highway

I cannot see any reason to change my original position on this matter. I discussed it with Mr. Chaney and he does not feel this is a valid reason for additional time. The statement regarding the request for permission to cross the pavement is misleading. According to Mr. Chaney's diary, the request was to operate on Friday afternoon and Saturdays. Their operation required restricting traffic to a single lane. This was forbidden under the terms of the contract. Their request to allow this operation on Friday afternoons and Saturdays was turned down by the construction office. This had nothing to do with a direct crossing as used in the grading operation.

Item #4 - P.A. #15 for Overrun of Rock Embankment

My original position remains unchanged. The additional material was placed in the winter when no time was charged anyway.

Item #5 - P.A. #18 to lengthen a pole on sign #90.

This Price Agreement was concluded 6 months prior to end of the contract time. The work was never performed. The old pole was modified at the last minute. I believe the sub-contractor forgot about it.

Item #6 - P.A. #20 for additional signing work.

The contractor states that the state was partly responsible for much of the delay attached to this Price Agreement. I disagree. The approved P.A. was received on July 11, 1972. This gave the contractor over 2 months to complete this work. This should have been more than enough time.

Item #7 - P.A. #21, Diamond Hill Drainage.

I can find no reason to change my original recommendation on this item. They did not work on this P.A. for a period of 30 days as stated in my original letter. If they had pursued this work the guardrail work in this area could have been done weeks earlier.

Items #9, 10, 11, 12 and 13.

These items concern P.A. #28 and E.W.O.'s 9, 10 and 11. All except E.W.O. #11 was done in conjunction with other contract work. These items did not delay any other contract work. I recommended the two days delay caused by E.W.O. #11 in my original report. The Construction Department allowed 10 days on these items.

Item #8 - P.A. #25 and E.W.O. #7 and #8

The contractor contends that these P.A.'s and E.W.O.'s delayed the commencement of the guardrail work at SPRR. In analyzing this argument there appears to be some validity to their claim.

They began top lift at the north end of SPRR O'Xing on August 14, 1972. The placing of the guardrail posts on all four quadrants was completed on August 24, 1972.

On August 17, 1972 they started the outside panel in the NE quadrant at SPRR. Their take-off was so rough we required they remove some pavement and repave it. Then the need to overlay the structures was brought up. We held them off the remaining quadrants until this question could be resolved. We would have been able to pave through the SB quadrants on August 22nd had the matter been resolved. All paving was completed except for the area at the bridge ends on September 12, 1972.

Approval was received and the bridge seal crew started on September 27, 1972. All paving in this area was completed

on October 5, 1972, and the curbs were placed on October 9, 1972. Had they not been held off, they conceivably could have completed the curb and been ready to hang rail by September 14, 1972. This would amount to a delay of about 27 days. As I stated in my original recommendations, it took 8 working days to do the work. They could have completed the guardrail by September 22, 1972. By overlaying the structures they could not have finished until October 18th. I had recommended 22 days time be given on my original report. In a closer examination I can stretch it an extra 5 days and recommend 27 days.

If they had chosen to hop their operation all over the place, they could have moved every day and paved all the area in the vicinity of SPRR. This means they would have to pave away from the bridge in all four lanes and shift the machine every day. It would be possible to have been ready for curbs by about August 24th, but this would have been very uneconomical and very unlikely.

The recommendation from our head office has allowed 24 days for SPRR seal and E.W.O. #11. They also allowed 10 days for those E.W.O.'s and P.A.'s performed at the end of the project. It would be possible to add 5 days to the delay for P.A. #25, which would raise my original recommendation to 29 days. If we add the 21 days the construction and head office allowed, this could raise the total to 50 days. This still leaves 16 days liquidated damages.

I do not agree that the overtime day count is 65 instead of 66 days. I totaled it again and still get 66 days.

I agree substantially with the contractor's analysis of the RR inspection charges. If we compare the gross quantity of 28,000 c.y. to the $3,000 RR protective charges allowed on the contract, to the final quantity used he would be entitled to an additional $1,973. The computations are as follows:

$$\frac{28{,}000 \text{ c.y.}}{\$3{,}000} : \frac{46{,}415 \text{ c.y.}}{x} = \$4{,}973$$

This would be the new State share. The total charges from the RR were as follows:

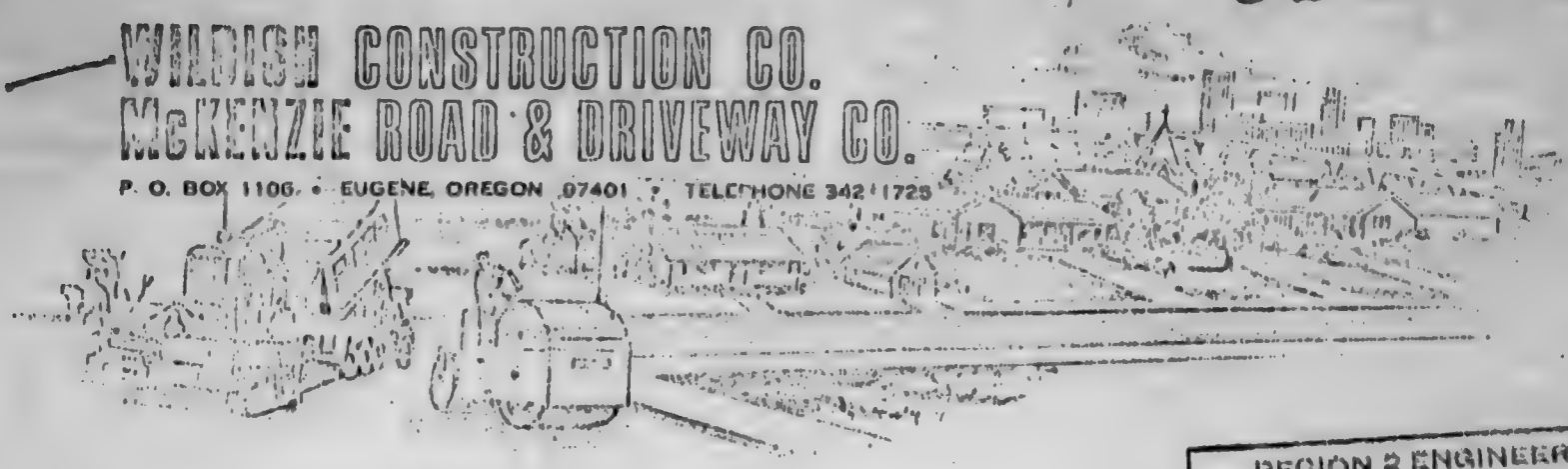
Total charges for rock embankment	$5,535.75
Other	398.35
Total S.P. charges for project	$5,857.80
New total State share for Rock Embankment	$4,973.00
Contractor's balance:	$ 884.80

The contractor says t[illegible] share should only be the $398.35 used for a crossing they used for their own purposes. They used the net amount to prorate the charges. All contract costs are based on gross amounts.

RVB/ec

622-1033

WILDISH CONSTRUCTION CO.
McKENZIE ROAD & DRIVEWAY CO.
P. O. BOX 1106 • EUGENE, OREGON 97401 • TELEPHONE 342-1723



REGION 2 ENGINEER
RECEIVED
DEC 10 1973
RE | RCE | RME | RTE | ROE
ULE | GEO | YA | FILE

December 5, 1973

Gerald W. Wimer
Oregon State Highway Division
East Salem Highway Bldg.
Salem, Oregon 97301

Re: Time Extension Request, Halsey Interchange-Lane Co. Line
Pacific Interstate Highway Contract No. 7499

Dear Sir:

Thank you for furnishing me the correspondence and records with your 6/22/73 letter. We have reviewed these documents carefully and after our discussion with you and Mr. Busey we are submitting the following observation and appeal.

We have an obvious difference of opinion regarding my reasons for extra work time in the following areas:

1. Abnormal record rainfall during 1971.

2. Restriction of operations due to inability to cross traffic lanes in 1971.

In this regard it is interesting to note that our sub-contractor, on Oct. 13, 1971, requested permission to cross traffic with his rock hauling vehicles on Friday afternoons. This request was refused and consequently he worked only four days a week with his placement. This exact operation was allowed during the 1972 season by ourselves.

Additional consideration should be given this by you and your staff.

4. The rock overrun under P. A. #15.

5. P. A. #18 This I believe is a result of misunderstanding.

6. P. A. #20 The State was responsible for much of the delay caused by the price agreement.

7. P. A. #21 The additional grading required by this extra work caused a delay in grading as well as guard rail work.

9. P. A. #28 This required 2 days during other extra work.

10. E.W.O. #4 This required marshalling of forces and extra time because of error in notification by State forces.

11. E.W.O. #9 Actually required 18 days to accomplish instead of the 10 days recommended by the State.

12. E.W.O. #10 This was accomplished during the time required under E.W.O. #9.

13. E.W.O. #11.

The areas where we have substantial agreement but needs additional attention:

8. P. A. #25 & E.W.O. #7 & 8.

We wish you to consider the interference to paving and guard rail work caused by this extra work.

The base "B" mix was all in place except for tying in at the R. R. overcrossing on Friday, Aug. 11, 1972. Our equipment was in the north bound lanes and started from there with top mix the following work day. Since the guard rail could not be placed until the crossing was cleared, it was delayed until Oct. 9. Nearly half of all the guard rail on the entire project was at this location. This of course completely disrupted the working schedule of our sub=contractor and caused his work to become intermittent. He was required to move-in several more times than he could have anticipated.

Aug. = 30
Sept. = 30
Oct. = 9
54
4
55

Our normal proceedure would have been to clear the

working area for the guard rail at the earliest time. This was the reason the paving was started at the R.R. crossing instead of at an end of the project.

Our original analysis of this extra work interference seems correct and our allowance of 56 calendar days would be in order.

11. The extra work order #9 for the removal of the parapet walls required 18 days to accomplish.

E.W.O. #10 was done during #9.

P. A. #11 was ordered and done after #9 and was the last work done on the project.

These late orders should carry an extension of at least the time for E.W.O. #9 plus at least 2 days for rail bending.on #11.

We draw to your attention the overtime day count should be 69 days iess 4 days Thanksgiving shut down, or a total of 65 days instead of the recorded 66 days.

In conclusion we request your concurrence in an additional 21 day time extension based on the following:

P. A. #5 change to "C" mix leveling course.	11 days
P. A. #25 & E.W.O. #7 & 8, 56 days less 4 days shut down during Labor Day holiday, for the S.P. overcrossing deck sealing and overlay work and the associated delay to guard rail work.	52 days
E.W.O. #9 for parapet wall work.	18 days
E.W.O. #11 for guard rail bending.	2 days

The above totals 83 days which is more that necessary. We request the required 66 days to eliminate all liquidated damages due to overtime.

We also received from you the breakdown of the Southern Pacific inspection charges. They show that a great deal of the charges were due to P. A. #15 in that continuous inspection was made during the placement of all the rock embankment.

Our analysis is:

Total S. P. billing for job.		$5,857.81
Charges due to other than rock embankment.	$398.35	
Charges due to rock embankment.		5,535.75

Net estimated quantity of rock 25,452 cy

Total rock placed and paid for 46,415 cy

Inspection charges due to Extra rock (prorated).

$$\frac{46415 - 25452}{46415} \times \$5,535.75 = \quad 2,500.17$$

The State pays the first $3000.00 of rail road inspection but because of the extra work they should pay extra the prorated amount caused by the overrun. Therefore:

State total $3000.00 + $2,500.17 =		5,500.17
Subtract from the total billing which would be the overrun to be assessed to the contractor		
$5,857.81 - $5,500.17 =	357.64	
We are entitled to a refund adjustment of		2,500.17

We respectfully request the release of the $6,300.00 retained damages as well as the $2,500.17 S. P. inspection overcharges.

Very truly yours,

N. E. Wildish, Vice Pres.

NEW:e

7499

OREGON STATE HIGHWAY DIVISION

MATERIALS SECTION
SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
FEB 12 '74
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

February 11, 1974

Mr. Robert Gilsdorf
Sales - Special Products
Niedermeyer-Martin Co.
1727 N. E. 11th Ave.
Portland, OR 97212

A. E. JOHNSON

Dear Mr. Gilsdorf:

Your letter of July 13, 1973 and modification dated January 30, 1974, relating to alleged extra costs for handling, cleaning and inspection of guardrail posts and blocks have been discussed with the engineers involved:

I. Contracts 7395, 7514 and 7539 - Mr. W. E. Schwartz
II. Contract 7697 - Mr. D. H. Haller, Jr.
III. Contract 7499 - Mr. G. Wimer
IV. Plant cleaning and inspection - Mr. E. J. Fief

The following is a summation of responses from each of these persons.

I. Contracts 7395, 7514 and 7539.

1. The field personnel cannot verify the time and equipment charges claimed by the subcontractor.
2. Field personnel plainly marked reject posts because they believed the subcontractor was moving posts from job to job in order to slip them past a field inspector.
3. The field personnel will not accept any costs incurred in moving posts from the La Grande stockpile to a job to Ridgefield and back to La Grande because the posts were not handled in accordance with the agreement with the subcontractors and supplier.
4. Posts rejected in the field were rejected for adequate cause.
5. The claim is not justified and not documentable.

II. Contract 7697

1. 630 posts were delivered whereas only 529 posts were required.

2. Of 69 posts rejected for checks, shakes and splits, 48 had splits through the bolt hole and could have been salvaged by bolting as provided by the specification but the subcontractor declined.

3. 6 posts were rejected due to unloading damage; 1 was rejected for lack of bolt hole; 9 were rejected because of construction damage.

4. 550 blocks were received, of which 21 were surplus, but there were no rejections because the blocks were sorted before loading.

5. The subcontractor's claim of 24 manhours to handle 110 posts is excessive, and not justified as a cost to the State in view of rejections for cause.

III. Contract 7499

1. Equipment and labor charges claimed by the subcontractor cannot be verified by the field personnel.

2. A price agreement to reduce specification requirements for posts was discussed but never signed.

3. Inspection of rejected posts by John Jenkins and Ed Rief on August 28, 1972 on the project confirmed that rejections were justified. Subsequent rejections were on the same basis by the same field personnel.

IV. Plant Cleaning & Inspection

1. Fork lift and operator hours are in error. Should be only 6½ hours, not 12.

I would like to add the following general comments:

a) The proposed reduced specifications did not apply to any of these projects because no price agreements were entered into.

b) The normal procedure for subcontractor claims is to submit them through the prime contractor to the project engineer. This was apparently not done on any of these projects and a claim at this date (or on July 13, 1973) would seem to be ruled out because the projects were accepted in the Spring of 1973.

c) My letter to you, dated November 22, 1972 dealt only with the sorting and cleaning of posts in the yard at Ridgefield.

d) My letter stated that posts should be separated into 3 piles, pile 1 being those which conformed with the standard specifications, pile 2 being those which conformed with the modified specification, and pile 3 being all others. The State was to pay the cleaning and handling costs of piles 1 and 2. Since no agreement was reached to purchase under a modified specification, only pile 1 met the specifications and might be eligible for payment.

a) My letter of November 22 anticipated that the regrading of posts would be by your personnel with spot checks by personnel from Ed Rief's office, and perhaps by grading association personnel, upon completion of the sorting. The statement from General Testing & Inspection dated January 26, 1973 would imply that the cleaning and regrading was performed by them, probably at significantly higher cost.

The revised General Testing statement, based on your January 30, 1974 letter, should read:

3 men 16 hours each - 48 manhours @ $12.50 hr.	=	$ 600.00
1 fork lift and operator 6½ hours @ $25.00/hr.	=	$ 162.50
		$ 762.50

75.88% of this amount would be $ 578.58.

It is my opinion that under the terms of my November 22, 1972 letter this is all the payment that this office is responsible for. If you still feel that additional money is due you I can only suggest that the normal claims route be investigated further.

Very truly yours,

JOHN C. JENKINS
Engineer of Materials

JCJ:gs

cc: A. E. Johnson
H. S. Coulter
C. T. Keasey
E. L. Hardt
C. O. Fredrickson
W. E. Schwartz
E. J. Rief

STATE COPY

5

74999 11-5-73

OSHD (Coulter)
Region
Wash DC

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

eh

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	21	Linn	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
11/5/73	P. V. Riedl, Area Engineer		I-5-4(69)204
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
11/28/72	4/24/73	104 %	465
APPROVED EXTENSIONS	**LOCATION**		
45 days	I-5, Halsey Interchange to Lane County Line		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NOV 08 1973
REGIONAL OFFICE

HALSEY INTERCHANGE--LANE COUNTY LINE SECTION
Interstate 5
Pavement Overlay and Safety Improvements

The project is located on Interstate 5 with the northerly end of the project at the Halsey Interchange about 18 miles south of Albany. The southerly end of the project is at the Lane County Line.

The work consisted of the construction of excavation and embankment work in flattening slopes, construction of an asphalt concrete overlay, raising 6 existing bridges and construction of guardrail, signs and sign support structures.

The project work was completed on November 28, 1972. The project was set up to be completed within 465 days. Contract time was overrun by 66 days. An extension of 45 days was approved. Liquidated damages were assessed for the remaining 21 days at $300 per day.

There was a deduction of $3,603.15 for nonspecification gradation and/or asphalt content of the mixes documented on PA #30. Also a penalty of $165 was assessed for noncompliance with the relative compaction specification documented on PA #31.

RECEIVED
STATE HWY ENGR
OCT 0 13
REFER TO

The final contract amount underran 2.0%. Information concerning the overruns and underruns are on file in the Division office.

APPROVED
H.S. COULTER
11-9-13
by Coulter

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE	Original signed by P. V. RIEDL	SIGNATURE	Original signed by G. K. Hossner Dist. Engineer
P. V. Riedl		G. K. Hossner	
TITLE	DATE	TITLE	DATE
Area Engineer	11/7/73	District Engineer	NOV 08 1973

Form PR 33-E (Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

7499

4836

5

OREGON STATE HIGHWAY DIVISION

FILED
OCT 12 1973
CLAY MYERS
SECRETARY OF STATE

RECEIVED
OCT 15 1973
HIGHWAY
ADMINISTRATIVE SERVICES

NOTED ON CARD
10-17-73 BD

October 11, 1973

Coral Corporation
P.O. Box 258
Gladstone, Oregon 97027

Attention: Robert D. Laam
Vice President

Gentlemen:

This is to acknowledge receipt of your letter of October 10 informing us that Wildish Construction Co., owes you $3,150 for materials supplied.

From the description given in your letter, this appears to be in reference to the Wildish Construction Co. Contract No. 7499 for work on Halsey Interchange-Lane County Line Section of the Pacific Highway in Linn County.

The United Pacific Insurance Company furnished the performance bond on this contract. We will advise them of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

ORIGINAL SIGNED
By R. M. GRAHAM
R. M. Graham, Assistant Manager

RMG:fkn
cc Wildish Construction Co.
United Pacific Insurance Co.
Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

E-123

PHONE 655-6381
135 EAST HEREFORD STREET

Coral Corporation

P. O. BOX 258
GLADSTONE, OREGON 97027

Oct. 10, 1973

Oregon State Highway Division
121 State Highway Division
Salem, OR 97310

ATTENTION: Cecil Head

Gentlemen:

Notice hereby is given that the undersigned, Coral Corporation, an Oregon Corporation, has a claim for guardrail, fence, guide posts, signs, and sign posts on Oregon State Highway Division Contract Number 7499, HALSEY INTERCHANGE - LANE COUNTY LINE in the sum of Three Thousand One Hundred Fifty and no/hundreth dollars ($3,150) against the bond taken from Wildish Construction Company, 5001 Franklin Blvd., Eugene, Oregon and United Pacific Insurance Company, Suite 600, 700 NE Multnomah, Portland, Oregon 97232, for the work of Oregon State Highway Division Contract Number 7499, HALSEY INTERCHANGE - LANE COUNTY LINE.

Cordially,

Robert D. Laam

Robert D. Laam
Vice President

RDL/mjd

RECEIVED
OCT 11 1973
HIGHWAY
ADMINISTRATIVE SERVICES

7499

May 7, 1973

United Pacific Insurance Co.
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On April 27, 1973, we wrote to you concerning release of final payment on Contract No. 7499 awarded to Hildish Construction Co., for work on Halsey Interchange-Lane County Line section of the Pacific Highway in Linn County.

Final payment on this contract is $39,309.18 and the total contract amount is $4,160,830.08 including $83,192.68 for work performed under force account.

Very truly yours,

C. A. Reed, Secretary
OREGON STATE HIGHWAY COMMISSION

Encl

cc Hildish Construction Co.
P. O. Box 1106
Eugene, Oregon 97401

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Snook
C. O. Fredrickson

7499

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 25, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Highway Project Acceptance**

Contract No. 7499, Work Completed November 28, 1972

Project Halsey Interchange - Lane County Line

Highway Pacific, County Linn

Type of Work Grading, Paving, Structures and Signing

Contractor Wildish Construction Co.

Recommended Acceptance Date April 24, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on May 29, 1973 for your formal concurrence.

VG:dgk

cc: C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart
V. Gallagher, File

April 23, 1973

7499

Wildish Construction Company
P. O. Box 1106
Eugene, Oregon 97401

Gentlemen:

Your request for a time extension of 66 days on Contract No. 7499 for work on the Halsey Interchange-Lane County Line Section of the Pacific Highway in Linn County has been reviewed.

Careful consideration was given to the reasons you submitted. In light of the available facts and the provisions of the contract, an extension of 45 days is granted which will reduce the time liquidated damages on this project. This extension is justified by Price Agreements 5 and 25 and Extra Work Order 8 and the late work done on Price Agreements 20 and 21 and Extra Work Order 9.

Very truly yours,

F. B. Klaboe
State Highway Engineer

cc: A. E. Johnson
C. W. Head
C. T. Keasey
V. E. Skoog
C. O. Fredrickson
V. L. Gallagher
Ronald Busey

JAB:fw dpy

5

OREGON STATE HIGHWAY DIVISION

7499

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 23, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Request for Time Extension
Halsey Interchange-Lane County Line Section, Pacific Highway
Contract No. 7499

Wildish Construction Company, contractor on the subject project, requests a 66-day extension of time based on three reasons: (1) alleged excessive rainfall during the 1971 year; (2) alleged interference with their week-end hauling across traffic lanes; and (3) added work orders. The contract time count started on this project November 23, 1970 with 445 calendar workdays allowed which expired September 20, 1972, and the project was actually completed November 28, 1972 with 66 days liquidated damages accrued at $300 per day.

The first two reasons are not believed valid for justifying extension. The rainfall during the usual work season, though above average, was not extreme, and the hauling limitations were set forth in the contract. There were 29 Price Agreements and 12 Extra Work Orders on this project. A total of 24 days based on four of these orders is justified, the most significant being two of them to cover the deck waterproofing and A. C. overlay of the S.P. overcrossing structures (EMO 8 and PA 25). This work was done in late September after the contract time had elapsed.

This work then delayed the guardrail work in the vicinity of the overcrossing and guardrail work was the last regular contract work done. Concurrent with it was work on three other late added orders covering sign revisions, lowering culvert headwalls and additional drainage at an interchange. The three added orders justify 10 days' extension. The Price

Agreement 5 change to "C" mix patching work done as the first paving in April and May of 1971 substituted an inch of Class "C"A.C. and was performed at lower rates of production. Since the A.C. items constituted the largest money component in the contract, the A.C. items controlled the job progress at times. Extension for 11 days on this reason is justified.

I have granted a 45-day extension of time on this project. This will leave 21 days liquidated damages in effect at $300 per day, a total of $6,300. This is a Federal-aid Interstate project and we have the concurrence of the Federal Highway Administration.

This matter will be on the agenda for your concurrence at the May 29 meeting.

cc: C. W. Head
G. M. Baldwin
C. T. Keasey
C. O. Fredrickson
V. L. Gallagher
Gary Sund
A. E. Johnson
H. S. Coulter
V. E. Skoog

JAB:fw dpy

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

7499

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George H. Baldwin, Administrator of Highways
Salem, Oregon
Attn: Mr. H. S. Coulter, Ass't State Hwy Engr

DATE: April 17, 1973

In reply refer to: 10-35-DB

FROM : Vernon V. Cusack, Acting Division Engineer
Salem, Oregon

H. S. COULTER

SUBJECT: Request for Time Extension
Halsey Interchange-Lane County Line Section
I-5-4(69)204

We have reviewed your March 28, 1973 letter concerning the time extension request of the contractor for an additional 66 days.

We agree with the procedure used in evaluating this request and concur with your recommendation for a 45 day time extension.

RECEIVED
STATE HWY ENGR
APR 18 '73
REFER TO Coulter
FOR
Info | Invest | R/D | D/R | Sign | Act | File
4 | | | | | 4 |

Orig

RECEIVED
APR 19 1973
Office of
Assistant State Highway Engineer

4-19-73
cy Keasey
Fredrickson
Gallagher

NOTED
A. E. JOHNSON

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7499 Contractor Wildish Construction Company

Highway Pacific

Section Halsey Interchange-Lane County Line

Kind of Work Grading, Paving and Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 24 days for EWO 8 and PA 25, 10 days for EWO 9, PA 10 and PA 21, and 11 days for PA 5, or a total of 45 days.

Recommended for Approval:

Division Engineer

Construction Engineer or ~~Bridge Engineer~~

State Highway Engineer

Contract No.	7499
Project designation	Federal 15-4(69)204 (State-Federal)
Date awarded	November 2, 1970
Work started	January 19, 1971
Per cent completed	November 28, 1972 (Date)
No. of Workdays Allowed	465
No. of Workdays Used	531
No. of Added Workdays Requested	66

SP 1626-724

E-930 (Rev.)—SM—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date December 12, 19 72

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 465 days to 531 days, within which to complete our Contract No. 7499, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See enclosure

Respectfully submitted,

Wallick Const. Co.
Contractor

By D. E. Wallick

CONSENT OF SURETY

Date December 12th, 19 72

We, UNITED PACIFIC INSURANCE COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Damon K Pearson
Attorney-in-fact

(SEAL)

Damon K Pearson
Resident Agent

FORM E-20 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 23, 1973

RECEIVED
MAR 27 1973
Office of
Assistant State Highway Engineer

To: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Halsey Interchange-Lane County
Line Section
Contract No. 7499
Request for Time Extension

Approved 3/27/73
Asst. State Hwy. Engr.

FROM:
John A. Bond
Construction Administration Engineer

Wildish Construction Company requests 66 days time extension based on what amounts to three reasons - alleged excessive rainfall during the 1971 year, alleged interference with their weekend hauling across traffic lanes, and added orders. The contract time count started on this project November 23, 1970 with 465 calendar workdays allowed which expired September 20, 1972 and the project was actually completed November 28, 1972 with 66 days liquidated damages accrued at $300 per day.

Assistant Resident Engineer Busey has made a complete and thoughtful analysis of each of the reasons offered by the contractor. This includes a weather and work progress chart and all this material is in our file attached.

The weather reason is not believed valid. For the six-month period May through October, 1971 the rainfall was almost four inches above normal, but we note that two of these months were actually below normal as were two months during the same time interval in 1972.

The reason related to curtailment of material hauling on weekends is not valid, because this point was specifically covered in the contract special provisions.

There was a total of 29 Price Agreements and 12 Extra Work Orders on this project. The Resident Engineer recommends a total of 24 days based on four of these orders, the most significant being two to cover the deck waterproofing and A.C. overlay of the S.P. overcrossing structures (EWO 8 and PA 25). These were late items done in late September after the contract time had elapsed. This work delayed the guardrail work in the vicinity of the overcrossing and you will note from the chart that the guardrail work was the last regular contract work done. Concurrent with it was work on three other late added orders. If the overcrossing deck and repaving work delayed guardrail completion 10 days, then these three other orders would justify time extension for the time that they took

at the very end of the project. This would be the work on PA 20 signing, PA 21 Diamond Hill Interchange drainage and fencing changes, and EWO 9 the parapet headwall cutoffs on the reinforced concrete box culverts. For the last 10 days charged to the contract time, work on one or all of these three added orders would then control and time extension for these last 10 days would also be justified.

Although not recommended by either the Resident or Region, the Price Agreement 5 change to "C" mix patching work done as the very first paving in April and May of 1971 also merits consideration for its effect on the contract progress. In effect, P.A. 5 substituted an inch of new Class "C" A.C. leveling course for an inch of the contract plan quantity of Class "A" A.C. It is logical, as the contractor contends in his time request, that the P.A. 5 "C" mix work took longer than this tonnage (32,160 tons) would have taken placed as "A" mix along with the other thick lifts of "A" mix. The 11 days is based on the actual production rates. Since the A. C. items constitute the largest money component in the contract, the A. C. work at times at least must have controlled the job progress. I recommend extension for the 11 days requested by the contractor on this item.

For a different perspective on the influence of the change orders on the overall contract, the time/money comparison which is included in the Region report is of interest. On just a time/money basis, the net money overrun justifies 32 days. I do not agree with the Region's recommendation for an additional 8 days for hindsight stop work orders on Thanksgiving weekend of both years. Stop work orders were not issued and the contractor had no operations which justified them. Each contract should be considered on its own merits as far as these holiday shutdowns are concerned. If we want blanket exclusion of holiday time on all contracts, we should just define our time that way in the specs.

I recommend a 45-day time extension. This is made up of 24 days as recommended by the Resident Engineer for the S.P. overcrossing structures deck sealing and overlay work and the associated delay to guardrail work, plus 10 days for the last 10 days counted when work was in progress on the three late added orders, EWO 9, PA 10 and PA 21, plus 11 days for the PA 5 change to a separate "C" mix leveling course early in the project. A 45-day extension will leave 21 days liquidated damages in effect at $300 per day. This was an Interstate project. Rough draft letters to FHWA, the Commission and contractor are attached.

JAB:fw
Enc.
cc V. L. Gallagher

WILDISH CONSTRUCTION CO.
EXCAVATING and SAND & GRAVEL
PHONE 746-2571
P.O. BOX 1106
EUGENE, OREGON - 97401

December 11, 1972

Ronald V. Busey
Resident Engineer
Oregon State Highway Division
1849½ Garden Avenue
Eugene, Oregon 97403

Re: Job 7499 Time Extension

Gentlemen,

The above named job was awarded in November 2, 1970 and finished November 28, 1972. The allowable time for the project was 465 calendar work days. This time expired September 19, 1972. According to the day count the excess time used was 66 calendar days.

There are many and varied reasons for this delay in bringing this job to a conclusion. Some of the legitimate reasons are listed below, along with the amount of delay caused by them.

1. Abnormal weather during the year 1971 delayed the embankment as follows:

May 24 to July 8	46 days
Aug. 29 to Sept. 8	7 days
Sept. 24 to normal end of season	21 days
Total for 1971	74 days

Std. Spec. 108.08 (b)
60.67 inches of rain (a record)
vs. normal 43.27 inches.

2. During 1971 we were not allowed to haul across the lanes of traffic from Friday noon until Monday, each week for 13 weeks or 20 days times 7/5 = 28 days.

3. P. A. #5 30 days to level AC roadway in preparation for base lift paving.
C mix 1450 T.P.D. ave. 11 days.
A mix 2300 T.P.D. ave.

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4. P. A. #15 Rock overrun from a net quantity of 25,452 to a final amount of 46,415.1 or an increase of 52 days.

5. P. A. #18 Delivery of structure from fabricator delayed installation until 11-28-72.

6. P. A. #20 Delay in completing price agreement, making up drawings, getting approval, and then having them fabricated, postponed the installation of these signs until 11-20-72. (installation from 11-2 to 11-20-72)

7. P. A. #21 This revision effectively delayed the guard rail work until the grading could be finished. This date was Oct. 12, delay from 9-12 to 10-12 30 days.

8. P. A. #25 This P. A. in connection with EWO 7 and 8 made a total delay of 56 days. This is time we were held from paving our normal top lift until the seal and paving were finally in place, 8-14 to 10-9.

9. P. A. #28 Repair of frontage road required 2 days time after recieving orders to proceed, 11-9 and 10.

10. EWO # 4 This work was delayed 14 days by the State because wide load provisions were not made as scheduled.

11. EWO # 9 Recieved formal notice to proceed Nov. 21 and work on this order required from Nov. 3 to Nov. 20, 18 days.

12. EWO #10 Grading and seeding around Bond Butte quarry was ordered Nov. 3 recieved formal order Nov. 21. Work was done between Nov. 3 and Nov. 9, 6 days.

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13. EWO #11 Bending guard rails and allied work at Diamond Hill Interchange was ordered Nov. 10, we recieved formal order Nov. 28. Work was done between Nov. 10 and Nov. 28.

There are several approaches to time extension validity.

1. Abnormal weather delayed the whole project during 1971, an estimated 74 days, reason enough for the time needed.

2. P. A. #5 Extra time required to place leveling course 11 days.
   P. A. #25 and EWO 7 and 8 caused delay at R. R. O'Crossing, 56 days.
   Arbitrary rejection of guard rail posts and time for delivery of other posts, 5 days, for a total of 72 days.

3. P. A. #18 and 20 Delay in recieving materials from supplier, caused by the price agreements, delayed installation until 66 days after completion date.

4. EWO #9 Recieved orders to do this extra work on Nov. 3 which took until Nov. 21 to finish. Three counting days before job completion.

For the above reasons, and others we may have overlooked, we are intitled to and request the 66 days extra to finish the project. We also request relief from the liquidated damaged so far assessed and that which may be assessed during the last pay period.

Very truly yours,

Wildish Construction Company

N. E. Wildish, Vice President

NEW:e

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Department of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract # 7463 folder #1 Ends with: Contract # 7499

FLASH CARDS: Begin Each Contract

Remarks: #7499 continues on reel 148

Reel No. 147 Reduction Ratio 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film Recordak AHU. MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 28th day of May, 19 81 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Silvar Storm